



2045

Long Range Transportation Plan

Adopted by the SATS MPO June 11, 2020



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Hon. Dave Kimsey, President, Village of Chatham
Mr. Joe Gooden, Chairman, Springfield-Sangamon County Regional Planning Commission (SSCRPC)
Mr. Brian Brewer, Chairman, Sangamon Mass Transit District (SMTD) Board of Directors
Mr. Jeffrey P. Myers, Region 4 Engineer, Illinois Department of Transportation (IDOT) District 6

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Mr. Patrick McCarthy, Village Manager, Village of Chatham
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1.0 Introduction

Transportation helps shape an area's economic health and the quality of life of its residents. It provides for the mobility of people and goods and influences patterns of growth and economic activity by providing access to land. The performance of the transportation network also affects air quality, the environment, social equity, land use, growth, economic development, and safety. Effective transportation planning recognizes the link between transportation and societal goals when developing strategies for financing, building and maintaining the transportation system to advance the region's long-term goals.

1.1 Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) sets priorities for spending federal funds on surface transportation projects in our region. This includes highways, roads, bridges, transit, bicycle facilities, pedestrian accommodations, and related enhancements. The LRTP serves as the region's overarching guide to the development of a transportation system that meets the current and future mobility needs of its residents.

The long range plan serves two major functions. First, it records the community's collective vision and goals for the regional transportation system. To undertake such a task, it is necessary to understand the socioeconomic demographics of the region both today and as it is likely to exist in the future, provide an overview of the current transportation system, and identify deficiencies and unmet mobility needs in the area. Second, it is the plan that guides the project prioritization and expenditure of federal transportation funding. This update looks beyond today's transportation system and into the year 2045. It forecasts the future mobility needs of the region's population and charts a course for providing transportation facilities and services to meet that demand. Furthermore, it is an objective way to decide which transportation projects are scheduled for implementation and recommended for funding.

The LRTP identifies transportation needs, financial resources, and project and programming priorities for the area through 2045. This Plan also addresses and meets all Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) and Fixing America's Surface Transportation Act of 2015 (FAST Act) planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

1.2 Metropolitan Planning Organizations

The Federal-Aid Highway Act of 1962 established metropolitan planning organizations (MPOs) in all urbanized areas (UZAs) of the United States with populations over 50,000. These organizations are required to utilize a comprehensive, continuing, and cooperative (3-C) transportation planning process to prioritize, plan, and program transportation projects within their regions.

MPOs work in partnership with their state Department of Transportation, municipalities and public transportation operators to carry out the following activities as outlined in 23 CFR 430.306:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;

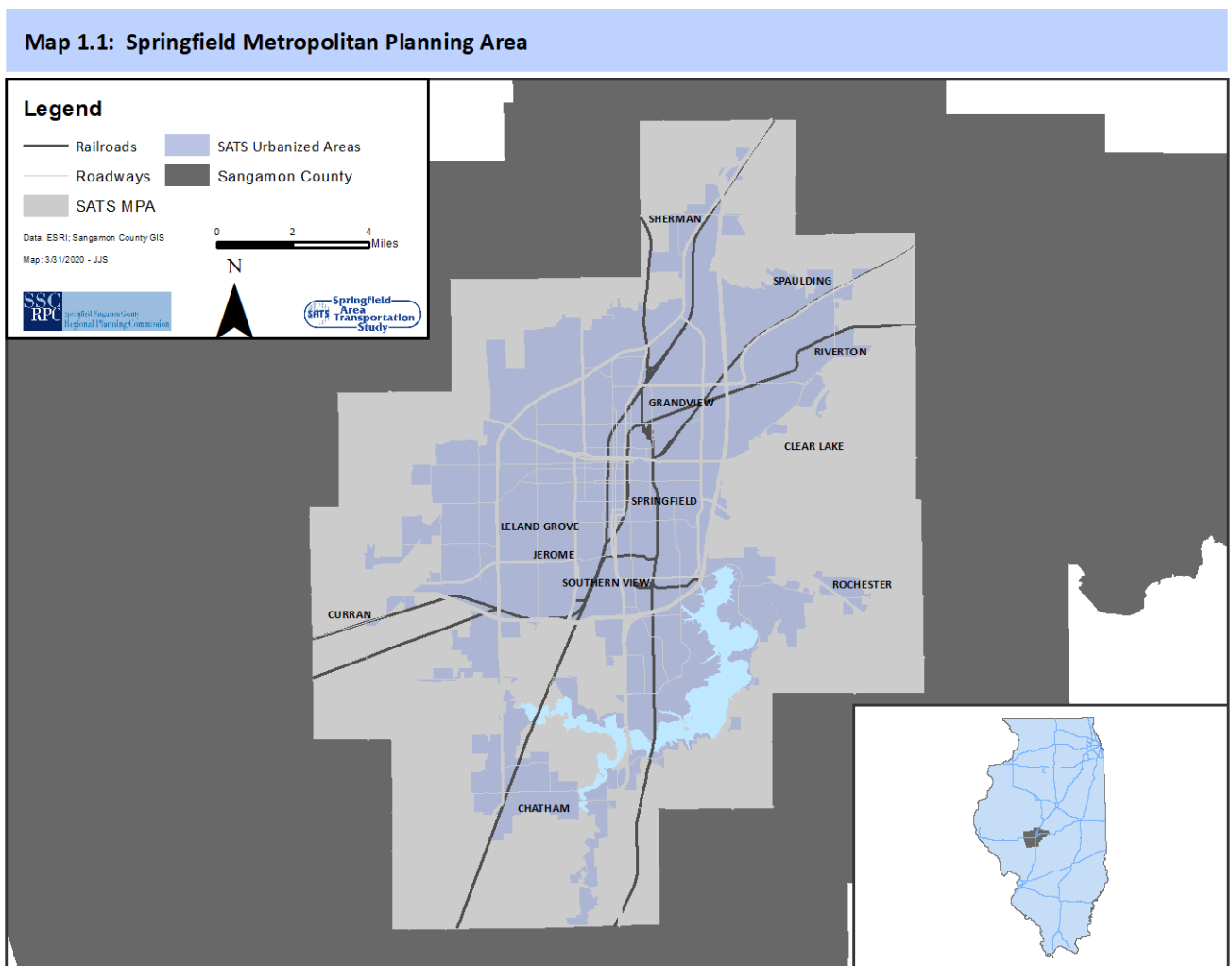
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

1.3 The Springfield Metropolitan Planning Area

The Springfield Metropolitan Planning Area (MPA), encompasses approximately 235 square miles and is located in central Illinois at the intersection of Interstates 55 and 72 in Sangamon County (Map 1.1 below). The planning area includes:

- The UZA, as defined by the U. S. Bureau of the Census as a geographic area with a population of 50,000 or more residents.
- The adjusted UZA, which includes the UZA and other small areas to smooth out the irregular boundaries of the urbanized area.
- The area expected to become urbanized in the next 20 to 25 years.

The Springfield MPA includes the communities of Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Spaulding, and Springfield.



1.4 The Springfield Area Transportation Study

The Springfield Area Transportation Study (SATS) was designated in 1964 as the metropolitan planning organization (MPO) for the Springfield urbanized area and serves as the policymaking body responsible for prioritizing transportation initiatives in the greater Springfield urbanized area and fulfills the requirements of federal transportation planning regulations for the area to maintain eligibility for federal highway and transit funds administered through the Illinois Department of Transportation (IDOT).

The primary role of the SATS is to harmonize the activities of federal, state, and local agencies in the region. Its policies take into account the physical, social, and economic effects of circulation, as well as regional impacts and coordination needs at all levels.

1.4.1 Composition of SATS

Per federal regulations 23 USC 134(3)(d), SATS membership must consist of officials or representatives identified in the SATS bylaws and may include a public transportation provider. It also states that jurisdictions must represent at least 75 percent of the affected population as determined by the Bureau of the Census. Under the terms entered into in a cooperative agreement between the Illinois Department of Transportation (IDOT), Sangamon County, the City of Springfield, the Village of Chatham, Springfield Mass Transit District DBA Sangamon Mass Transit District (SMTD) and the Springfield-Sangamon Regional Planning Commission (SSCRPC), these entities currently serve as voting members.

SATS is comprised of a Policy Committee and a Technical Committee (*Figure 1.1 below*). The Policy Committee includes the chief elected, appointed, or administrative official from each eligible governmental body or agency. The Policy Committee directs, oversees, and coordinates the transportation planning process to ensure that transportation planning and programming decisions reflect the needs and desires of its members and the general public. The Technical Committee consists of specialized staff from each jurisdiction to provide advice and recommendations to the Policy Committee on matters related to the planning functions of SATS. SSCRPC staff facilitates the activities of SATS under the direction of the policy committee. Technical advisors from transportation-related agencies serve as non-voting members on both committees as established in the SATS bylaws to provide planning assistance as necessary. Other SATS committees are also supported by SSCRPC employees and technical advisors. Together, these parties exchange ideas and offer input to assure that the region's transportation network is safe, reliable, efficient, and equitable.

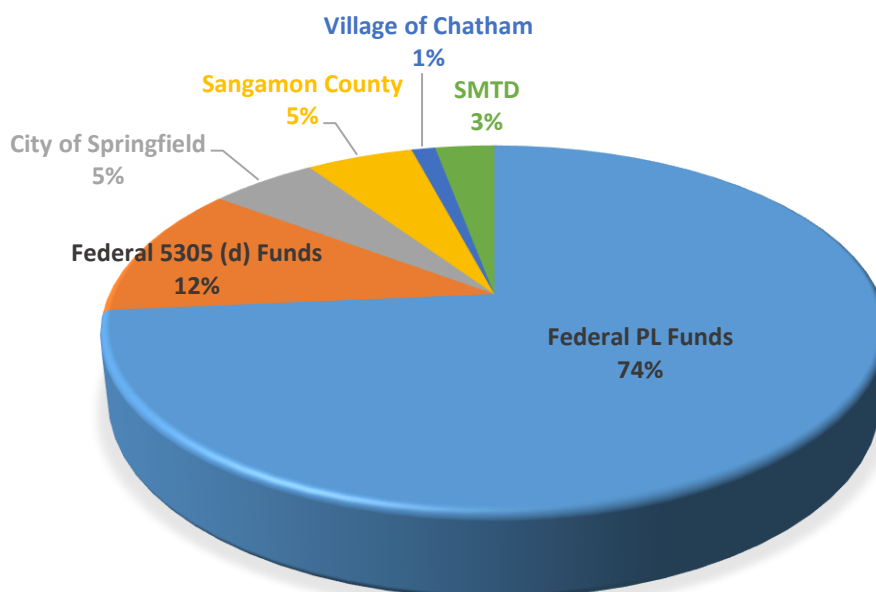
Figure 1.1 SATS Policy and Technical Committee Members and Technical Advisors		
SATS Voting Members (each member has 1 vote)		
Jurisdiction	SATS Policy Committee	SATS Technical Committee
Sangamon County	County Board Chairman	County Engineer
City of Springfield	Mayor	Director of Public Works
Village of Chatham	Village President	Village Manager
SMTD	Board Chairman	Grants & Procurement Manager
SSCRPC	Board Chairman	Executive Director
IDOT Region 4/District 6	Regional Engineer	Program Development Engineer
SATS Technical Advisors (non-voting)		
Federal Highway Administration, Illinois Division		IDOT, Bureau of Planning and Programming
Federal Transit Administration, Region 5, Chicago		IDOT, District 6, Local Roads
Illinois Commerce Commission, Rail Section		IDOT, Public and Intermodal Transportation
Springfield Airport Authority		

1.4.2 SATS Funding

SATS

anning and programming is funded in large part by a Consolidated Planning Grant (CPG), which includes Planning (PL) funds from the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) Section 5303 funds. The CPG is administered by IDOT and allocated each year based upon a formula which varies from year to year. The CPG funds require a non-federal match, or local contributions. These remaining funds are provided by Sangamon County, the City of Springfield, the Village of Chatham and Springfield Mass Transit District DBA Sangamon Mass Transit District (SMTD) per the SATS bylaws and annual cooperative agreements. SATS funding is used for SSCRPC staff salaries to facilitate and conduct transportation planning, programming and reporting activities for the MPA, and associated expenses. Figure 1.2 below depicts the source and portion of total funding received annually.

Figure 1.2 SATS Funding Sources



1.4.3. Primary Programs of SATS

Long Range Transportation Plan (LRTP)

The LRTP is the core document that drives the transportation planning efforts of the MPA's member jurisdictions, smaller municipalities, and the SSCRPC. The LRTP provides an overview of the current and future population and their transportation needs. This document is prepared every five years and provides the framework for the region's transportation network on a 20-year horizon.

The following two short-term programs support these efforts and are prepared annually to document specific actions and projects designed to produce outcomes that will be carried out to accomplish the goals and achieve the vision of the LRTP.

Transportation Improvement Program (TIP)

The TIP is a four-year plan of transportation projects in the MPA that have secured funding. All regionally significant or federally funded projects must be included in the TIP from any jurisdiction in the MPA. The program includes projects for all modes of surface transportation including roadways, rail, bicycle accommodations, pedestrian facilities, and public transportation. It must also demonstrate fiscal constraint, in that projects listed utilize committed, available, or reasonably available revenue sources that do not exceed the available funding for each fiscal year.

Unified Planning Work Program (UPWP)

The UPWP presents transportation planning and support activities that will be conducted in the MPA for the programming fiscal year of July 1 through June 30. This document provides citizens and stakeholders the necessary transparency to see how federal transportation planning funds are being used by the MPO to meet federal metropolitan planning requirements.

1.4.4 Public Involvement

In all transportation planning processes, input from residents and other interested parties is crucial. It provides information and perspectives directly from users of the transportation system whose everyday lives are affected by how they will get to work, schools, stores, services, and home. It is the responsibility of planners to meet the mobility needs of those within the MPA by recognizing the social, physical, and economic differences that exist. The information gained from this process allows decision-makers to provide a more comprehensive and meaningful transportation system.

SATS conducted the following outreach for the 2045 LRTP:

- **Stakeholder Surveys** SATS reached out to the community via social media; emails and direct contact with representatives from municipalities, elected officials, freight providers, civic groups, and non-profit organizations to complete a brief questionnaire to discuss transportation mobility and infrastructure. A total of 235 responses were received. Survey information may be found in Chapter 13.
- **Direct Engagement Opportunities** SSCRPC staff contacted various organizations and each community in the MPA with a request to attend meetings or events to provide information on transportation planning and solicit input on the current state of the transportation network and suggested improvements. No requests to attend meetings were received. SSCRPC staff set up booths at the Springfield's Earth Day Celebration and Downtown Farmer's Markets during which they asked attendees to complete the survey, discussed the role of the MPO in transportation planning, and distributed information on current transportation-related events.
- **Public Review Period**
A 30-day public review period for the plan was conducted from May 8, 2020 to June 6, 2020. The draft plan was available online on the SATS website and the link to the plan was made available on the websites of the SATS member communities. Due to office and library closures, individuals requesting accommodations to read the plan in person were provide paper copies upon contacting the SATS staff at the SSCRPC.



2.0 Who We Are and How We Travel

2.1 Who We Are

It is important to know “who we are” when addressing the transportation needs of all our citizens. We can look at the residents of our metropolitan planning area as a composite and see data that would enable us to draw some conclusions about the transportation needs of our citizens. If we take a closer look, we can see that the composite is made up of specific groups and individuals with different transportation resources and needs. For suburban villages and towns, automobile transportation is a necessity. Areas within the larger city may be more walkable and transit-dense. Some areas with persistent poverty may lack continuous access to automobile travel. We must consider all these groups when outlining a transportation plan.

The data used in this plan is drawn from the 2010 Decennial Census, 2013-2017 American Community Survey (ACS), and the 2019 Population Estimate. An overview of our population from 2019 (unless otherwise noted) is shown below in Figure 2.1.

Figure 2.1 SATS MPA Residents – Summary		
Demographic	% of Population	Number of Citizens
Total Residents (2019 Estimate)	100%	169,403
Race (2013-2017 ACS Estimate)		
White Residents	78.5%	132,981
Black or African-American	13.7%	23,208
Residents of Other Races	7.8%	13,213
Income (2013-2017 ACS Estimate)		
Residents Living Below Poverty Level	17.1%	28,968
Residents Living Between 1.0 and 2.0 Times Poverty Level	14.2%	24,055
Residents Living Above 2.0 Times Poverty Level	68.7%	116,380
Age (2019 Estimate)		
Below 18 (18-year age range)	21.5%	36,422
18-44 (27-year age range)	33.7%	57,089
45-64 (20-Year age range)	26.6%	45,061
65+	18.2%	30,831
<i>Source: US Census 2019 Population Estimate and 2013-2017 ACS through ESRI</i>		

2.1.1 Total Number of Residents 1990 - 2019

Figure 2.2 presents the total number of residents in the urbanized area, MPA communities, Sangamon County, and Illinois from 1990 to 2019. In 2019, 85 percent of Sangamon County residents lived in the MPA, including residents of 12 communities.

US Census estimates from 2019 indicated that population growth within the SATS MPA had either slowed or begun to decline. Most notable is the City of Springfield, by far the largest incorporated area within the MPA, which experienced a 0.6 percent population decrease. For the larger survey period of 1990-2019, however most incorporated areas have seen increased population, with Sherman, Spaulding, and Chatham leading the way, more than doubling their populations. Southern View, Leland Grove, and Grandview, all small

communities located within the City of Springfield incorporated area, experienced population declines during the time frame.

Figure 2.2 Total Populations, 1990 – 2019

Area	1990	2000	1990 2000 Change	2010	2000 2010 Change	2019	2010 2019 Change	1990 - 2019 Change	
								#	%
Urbanized Area	124,524	153,518	23.3%	161,316	5.1%	161,547	0.1%	37,023	29.7%
MPA	N/A	161,670	N/A	168,972	4.5%	169,403	0.3%	N/A	N/A
Sherman	2,080	2,871	38.0%	4,148	44.5%	4,461	7.5%	2,381	114.5%
Chatham	6,074	8,583	41.3%	11,500	34.0%	12,664	10.1%	6,590	108.5%
Spaulding	440	559	27.0%	873	56.2%	920	5.4%	480	109.1%
Rochester	2,676	2,893	8.1%	3,689	27.5%	3,657	-0.9%	981	36.7%
Southern View	1,906	1,695	-11.1%	1,642	-3.1%	1,584	-3.5%	(322)	-16.9%
Riverton	2,638	3,048	15.5%	3,455	13.4%	3,720	7.7%	1,082	41.0%
Jerome	1,206	1,414	17.2%	1,656	17.1%	1,571	-5.1%	365	30.3%
Springfield	105,227	111,454	5.9%	116,250	4.3%	115,520	-0.6%	10,293	9.8%
Clear Lake	193	267	38.3%	229	-14.2%	229	0.0%	36	18.7%
Leland Grove	1,679	1,592	-5.2%	1,503	-5.6%	1,498	-0.3%	(181)	-10.8%
Grandview	1,647	1,537	-6.7%	1,441	-6.2%	1,415	-1.8%	(232)	-14.1%
Curran	N/A	N/A	N/A	212	N/A	219	3.3%	N/A	N/A
Unincorporated	N/A	25,757	N/A	22,374	-13.1%	21,945	-1.9%	N/A	N/A
Sangamon County	178,385	188,951	5.9%	197,465	4.5%	198,600	0.6%	20,215	11.3%
Illinois	11,428,518	12,419,293	8.7%	12,830,632	3.3%	12,915,181	0.7%	1,486,663	13.0%

Source: US Census 2019 Population Estimate through ESRI

Some highlights related to population change between 1990 and 2019:

- The total county population grew by 11.3 percent with the highest ten-year rate of growth occurring between 1990 and 2000 at 5.9 percent. Growth between 2010 and 2019 was slower than historical precedent at 0.6 percent.
- The City of Springfield saw a total population growth rate of 9.8 percent between 1990 and 2019, however, the growth rate between 2010 and 2019 was negative at -0.6 percent.
- The three communities with the highest population growth rates between 1990 and 2019:
 - Sherman (114 percent increase)
 - Spaulding (109 percent increase)
 - Chatham (108 percent increase)
- The three communities with the lowest population growth rates between 1990 and 2019:
 - Southern View (17 percent decrease)
 - Grandview (14 percent decrease)
 - Leland Grove (11 percent decrease)
- The largest number of new residents between 1990 and 2019:
 - City of Springfield (10,293)
 - Chatham (6,590)
 - Sherman (2,381)

- The Village of Curran was incorporated in 2005 and the first population figures available for the incorporated area were available in 2010.

2.1.2 Racial Composition of the SATS MPA

As of 2019, a majority of residents within the SATS MPA identified themselves as white-only, with populations ranging from 72.9 percent within the City of Springfield to 81.2 percent within all of Sangamon County. The largest minority group within the MPA identified as black or African-American with populations ranging from 13.1 percent within Sangamon County to 20.1 percent within the City of Springfield. Populations of Hispanic origin compose approximately 2.6 percent of the population within the MPA.

Figure 2.3 2019 Residents' Race and Ethnicity								
Race	MPA		City of Springfield		Urbanized Area		Sangamon County	
	#	%	#	%	#	%	#	%
White	132,981	78.5%	84,215	72.9%	125,522	77.7%	161,263	81.2%
Black or African-American	25,749	15.2%	23,220	20.1%	25,686	15.9%	25,917	13.1%
Asian	4,066	2.4%	3,119	2.7%	3,877	2.4%	4,071	2.1%
American Indian	339	0.2%	231	0.2%	275	0.2%	397	0.2%
Pacific Islander	169	0.1%	116	0.1%	129	0.1%	199	0.1%
Some Other Race	1,186	0.7%	924	0.8%	1,212	0.8%	1,390	0.7%
2 or More Races	4,913	2.9%	3,697	3.2%	4,846	3.0%	5,362	2.7%
Hispanic Origin	4,404	2.6%	3,119	2.7%	4,362	2.7%	4,766	2.4%
Total	169,403		115,521		161,547		198,600	
Source: US Census 2019 Population Estimate through ESRI								

2.1.3 White and Black or African-American Populations

Figure 2.4 tracks the percent of the population who identify as either “white” or “black or African-American” from 1990 to 2019. As a general trend, it can be said that minority and African American population growth has exceeded white population growth from the period of 1990-2019.

Figure 2.4 White and Black or African-American Populations, 1990 - 2019								
Area	White Residents				Black or African-American Residents			
	1990	2000	2010	2019	1990	2000	2010	2019
MPA	N/A	N/A	81.3%	78.5%	N/A	N/A	13.7%	15.2%
City of Springfield	85.6%	81.0%	75.8%	72.9%	13.0%	15.3%	18.5%	20.1%
Urbanized Area	87.2%	84.9%	80.2%	77.7%	11.4%	11.8%	14.3%	15.9%
Sangamon County	90.8%	87.4%	83.6%	81.2%	8.1%	9.7%	11.8%	13.1%
Source: US Census 2019 Population Estimate through ESRI								

2.1.4 Population Age of the SATS MPA

The SATS MPA, like Illinois and much of the United States, is getting older. Between 2010, the median age of a resident of the SATS MPA increased two percent from 39.8 years to 40.6 years. For comparison, the median age of a resident within the City of Springfield increased by 4.7 percent and Sangamon County increased 4.1 percent. Combined with our knowledge of growth patterns within the MPA, it appears that younger families

are more attracted to faster-growing suburban villages, such as Chatham and Sherman, than older, more developed areas within the SATS MPA.

Figure 2.5 Median Age of Residents

Year	Illinois	Sangamon County	Springfield	MPA
1980	29.9	30.8	31.0	N/A
1990	32.8	34.2	34.0	N/A
2000	34.7	37.3	36.9	N/A
2010	36.6	39.2	38.2	39.8
2019	38.0	40.8	40.0	40.6

Source: US Census 2019 population estimate through ESRI

As Figure 2.6 illustrates, median household incomes are lower within the City of Springfield and the SATS urbanized area than Sangamon County in total. Per capita income, however is mostly equal. According to the ACS from 2013 through 2017, approximately 20.2 percent of people living in the City of Springfield lived under the poverty level. These people make up 80.8 percent of SATS MPA residents living under the poverty level.

Figure 2.6 2019 Income

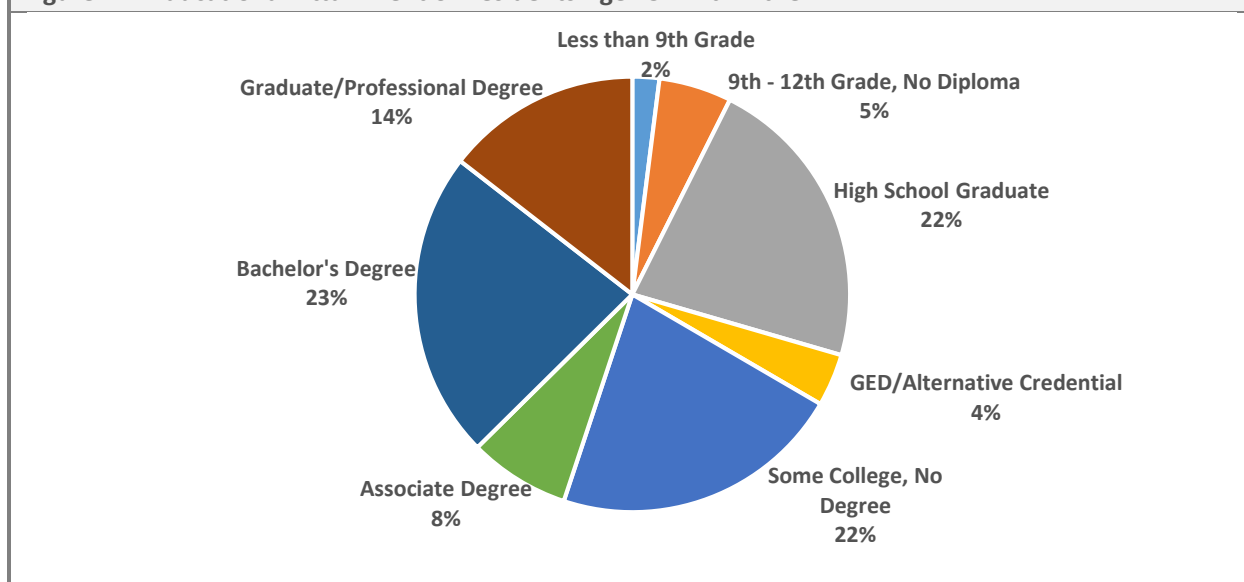
Area	Per Capita Income	Median Household Income
MPA	\$ 35,588	\$ 60,172
City of Springfield	\$ 34,342	\$ 55,188
Urbanized Area	\$ 35,187	\$ 58,894
Sangamon County	\$ 35,611	\$ 62,217
State of Illinois	\$ 34,484	\$ 63,871

Source: US Census 2019 Population Estimate through ESRI

2.1.5 Educational Attainment

According to the ACS for 2013 – 2017, 67 percent of residents within the SATS MPA have at least some college education, and an additional 26 percent have received a high school diploma or GED equivalent.

Figure 2.7 Educational Attainment of Residents Age 25+ within the MPA



Within the SATS MPA, there are several institutions of higher education, including the University of Illinois-Springfield, Lincoln Land Community College, SIU School of Medicine, in addition to several technical schools and adult education/alternative education facilities. Most of these institutions are located within the City of Springfield. SATS is committed to connecting as many people as possible to educational opportunities through a multi-modal transportation network that is accessible to everyone.

2.1.6 Languages Spoken by Residents

English is the predominant language spoken in households within the SATS MPA. Almost 95 percent of households within the MPA are reported as “Speak only English” via the US Census ACS. This number is aligned with the percentage of households that only speak English within Sangamon County. The City of Springfield has a slightly lower percentage of households that speak English only.

Approximately five to six percent of households within Springfield, the SATS MPA, and Sangamon County speak another language along with English. Less than one percent of households within Sangamon County and its sub-areas (SATS MPA; City of Springfield) responded that they speak English “not at all”.

Figure 2.8 Language Spoken at Home by Residents						
Response	MPA	% of Residents	City of Springfield	% of Residents	Sangamon County	% of Residents
Speak Only English	150,544	94.6%	102,259	93.6%	177,563	95.2%
Speak Spanish	2,746	1.7%	2,118	1.9%	2,925	1.6%
Speak Other Indo-European Languages	2,913	1.8%	2,412	2.2%	3,036	1.6%
Speak Asian and Pacific Island Languages	2,077	1.3%	1,665	1.5%	2,143	1.1%
Speak Other Languages	829	0.5%	682	0.6%	849	0.5%
Speak English "Not at All"	83	0.1%	68	0.1%	83	0.0%
Source: US Census Bureau 2013-2017 ACS Estimate through ESRI						

2.1.7 Households

Household growth, defined as the number of households within a specified area, was flat throughout Sangamon County and the SATS MPA, lagging growth within the State of Illinois in general. Between 2010 and 2019 household growth within the SATS MPA was 0.6 percent, rising from 68,398 households to 72,421 households. This was comparable to household growth within the Springfield Urbanized Area (0.5 percent). Household growth within the City of Springfield was negative, with a 233 household decrease between 2010 and 2019 (-0.5 percent).

Figure 2.9 Household Growth							
Area	2000 Households	2010 Households	Increase 2000 - 2010		2019 Households	Increase 2010 - 2019	
			#	%		#	%
MPA	68,398	71,964	3,566	5.2%	72,421	457	0.6%
City of Springfield	49,737	50,851	1,114	2.2%	50,618	(233)	-0.5%
Urbanized Area	65,795	68,939	3,144	4.8%	69,295	356	0.5%
Sangamon County	78,722	82,986	4,264	5.4%	83,812	826	1.0%
Illinois	4,591,779	4,836,972	245,193	5.3%	4,891,691	54,719	1.1%
Source 2000, 2010 US Census and US Census 2019 Population Estimate via ESRI							

Where household growth, measured by the number of households has been stable, so has household size measured by persons per household. The measure of persons per household has remained steady across the MPA and has slightly decreased within Sangamon County. In general, the number of people per household is more in Sangamon County than within the SATS MPA and specifically the City of Springfield.

Figure 2.10 Number of Persons per Household				
Area	1990	2000	2010	2019
MPA	N/A	2.32	2.29	2.29
City of Springfield	2.29	2.24	2.22	2.22
Urbanized Area	2.31	2.30	2.28	2.28
Sangamon County	2.43	2.36	2.33	2.32
Illinois	2.65	2.63	2.59	2.58
<i>Source: US Census Bureau 2013-2017 ACS Estimate through ESRI</i>				

The percentage change in households and population for 2010 – 2019 is shown below.

Figure 2.11 Household and Population Change, 2010 - 2019		
Area	Total Households Percent Change	Total Population Percent Change
MPA	0.64%	0.25%
City of Springfield	-0.46%	-0.85%
Urbanized Area	0.52%	0.14%
Sangamon County	1.00%	0.57%
Illinois	1.13%	0.66%
<i>Source: US Census 2019 Population Estimate via ESRI</i>		

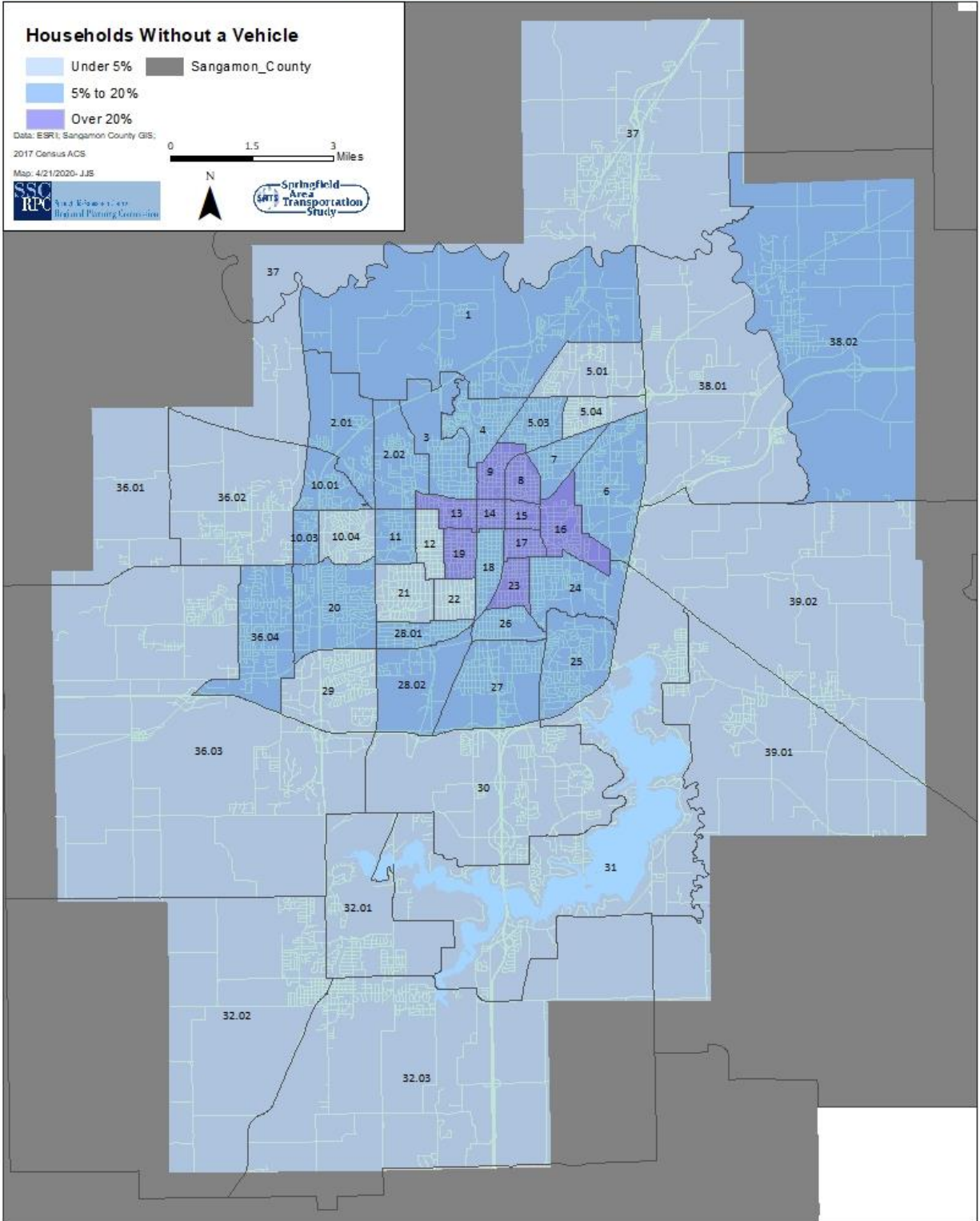
2.1.8 Our Most Transportation-Vulnerable Citizens

As noted above, some of our citizens have special transportation needs or have not always been strongly represented as transportation planning decisions were made. In an attempt to identify target areas for gauging the plan's attention to these members of our communities, maps referencing each of the criteria stated below are located on the next several pages:

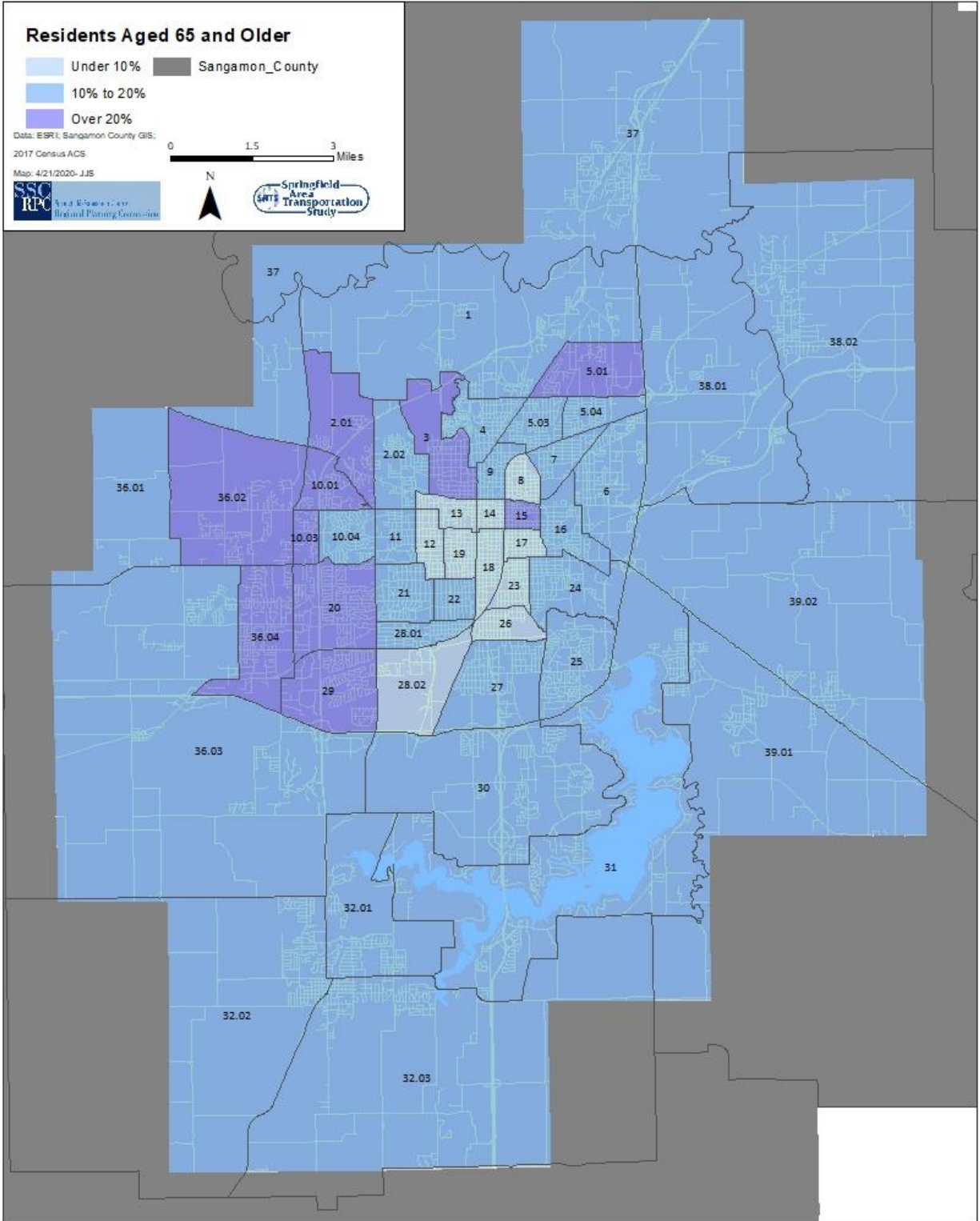
- Households Without a Vehicle,
- Residents Aged 65 and Older,
- Residents Under 18 Years of Age
- Residents Living Below Poverty Level, and
- Residential Location of Racial and Ethnic Minorities.

Map 2.6 on page 17 highlights census tracts with a high percentage of at least three of the criteria listed above.

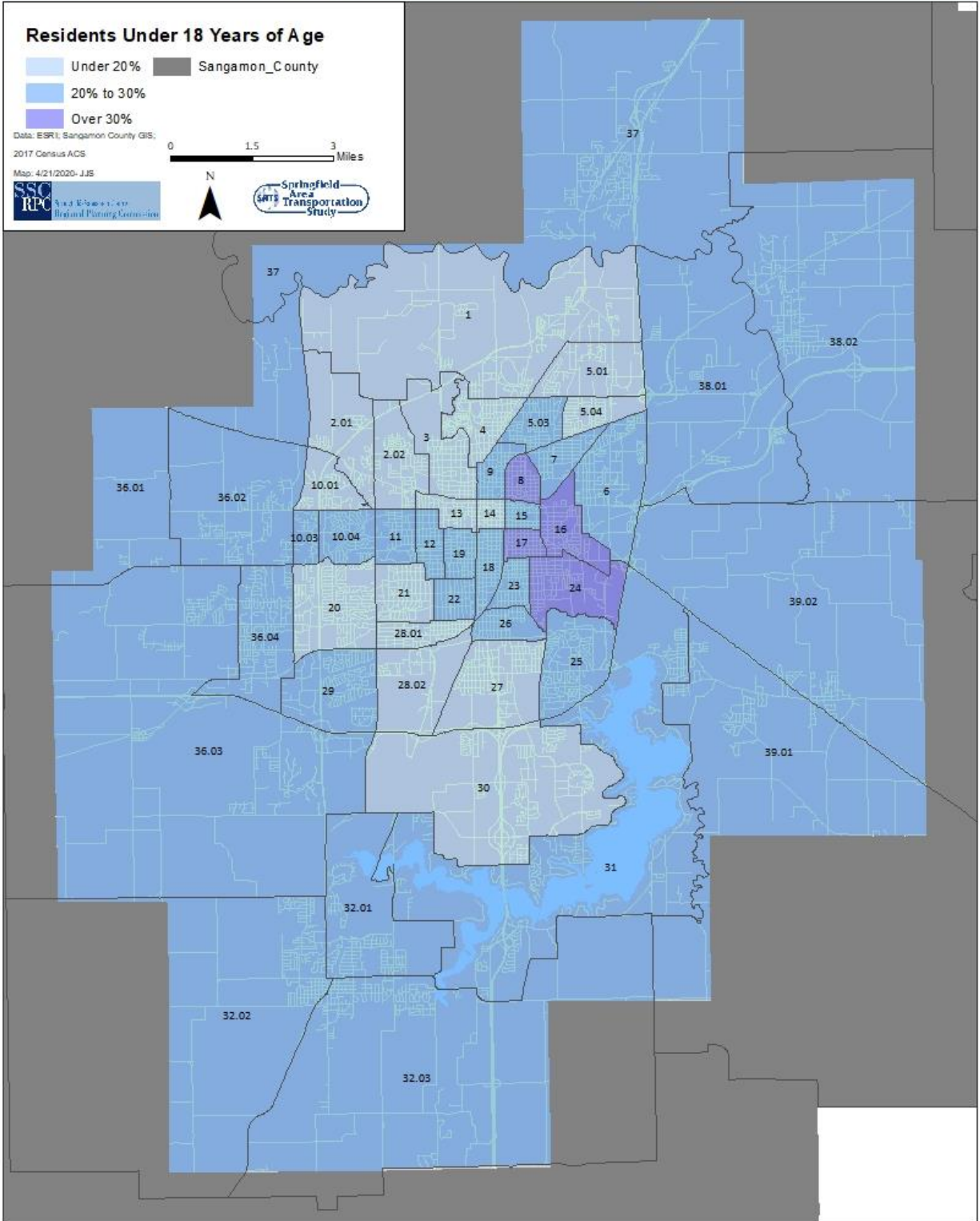
Map 2.1: Households Without a Vehicle



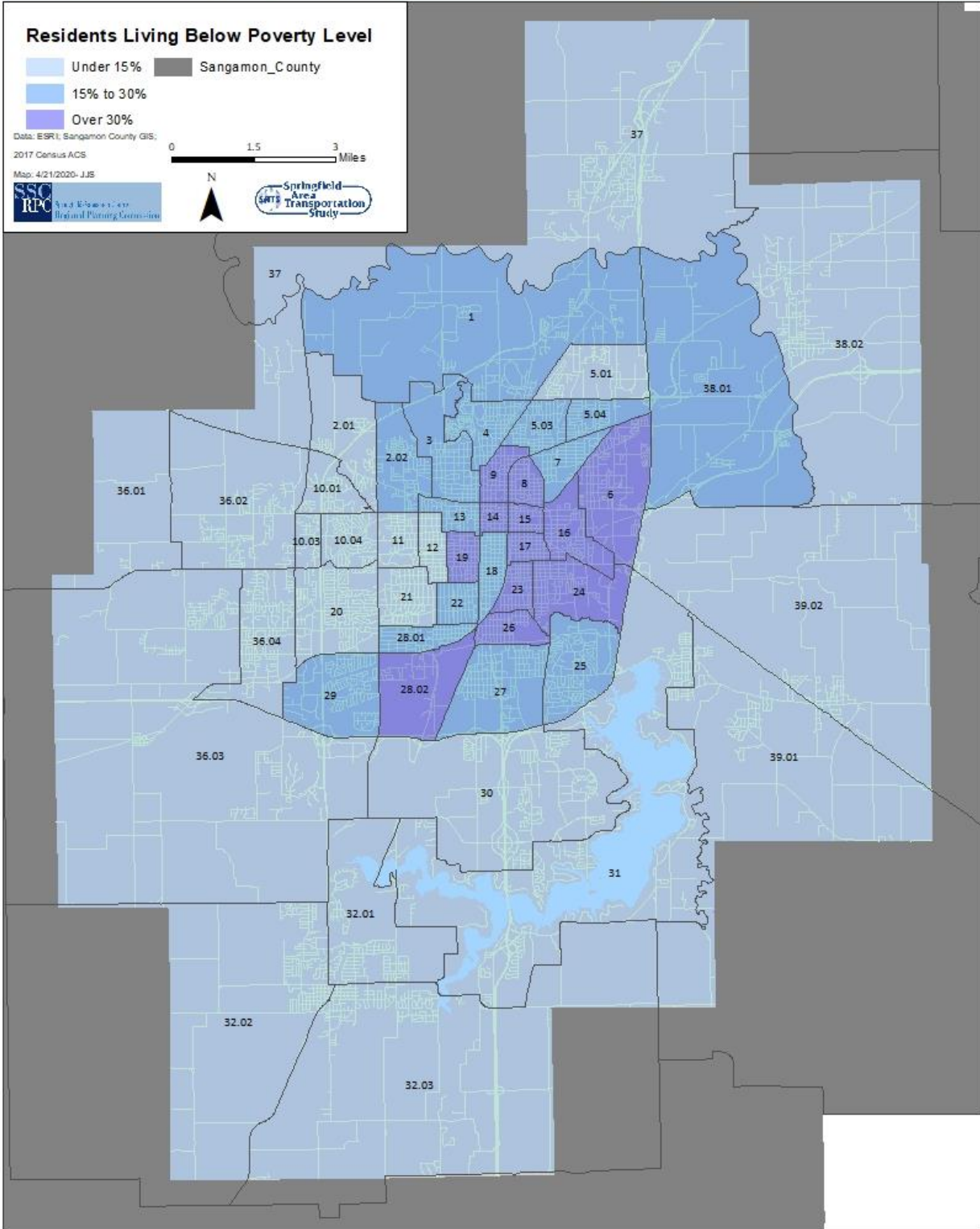
Map 2.2: Residents Aged 65 and Older



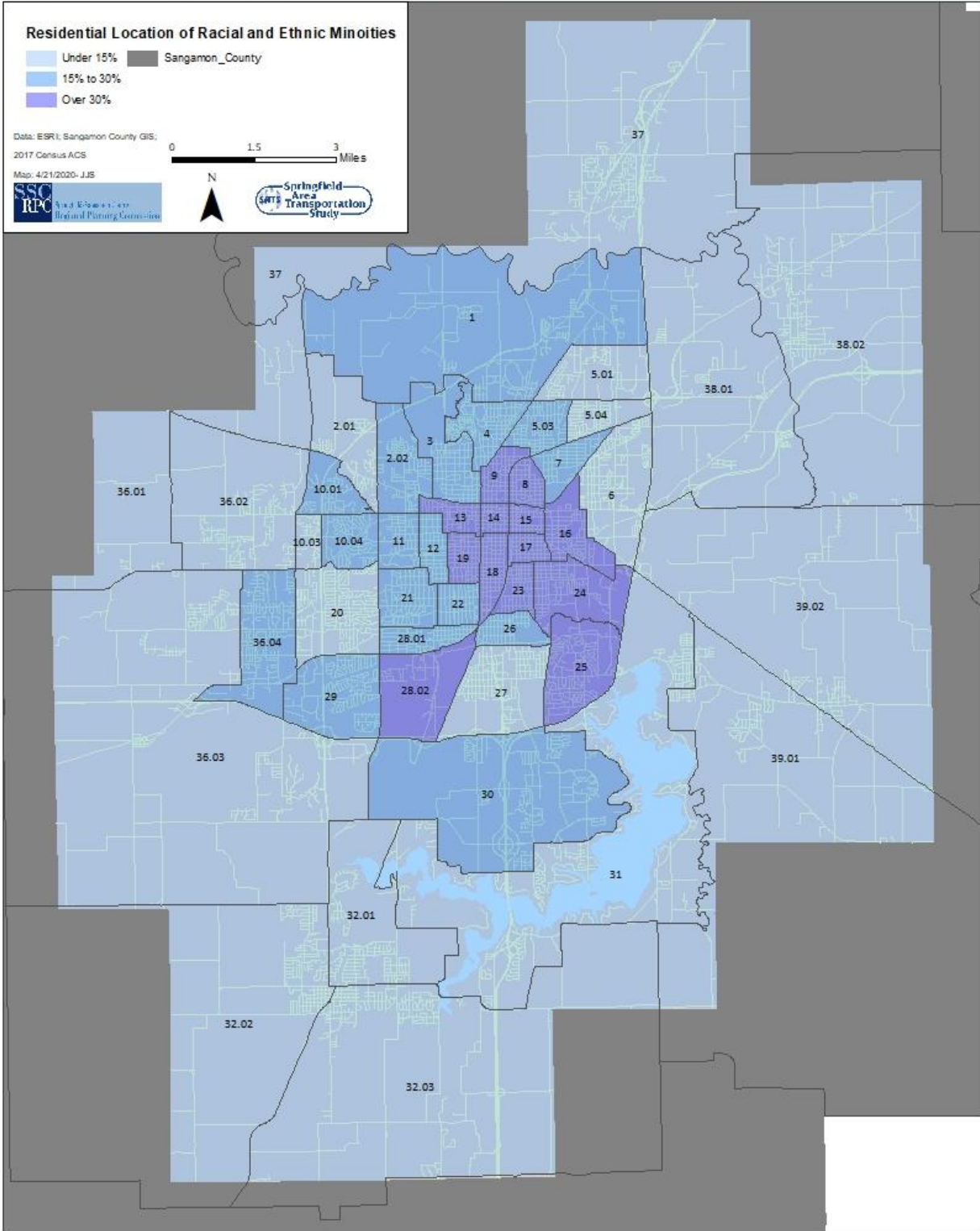
Map 2.3: Residents Under 18 Years of Age



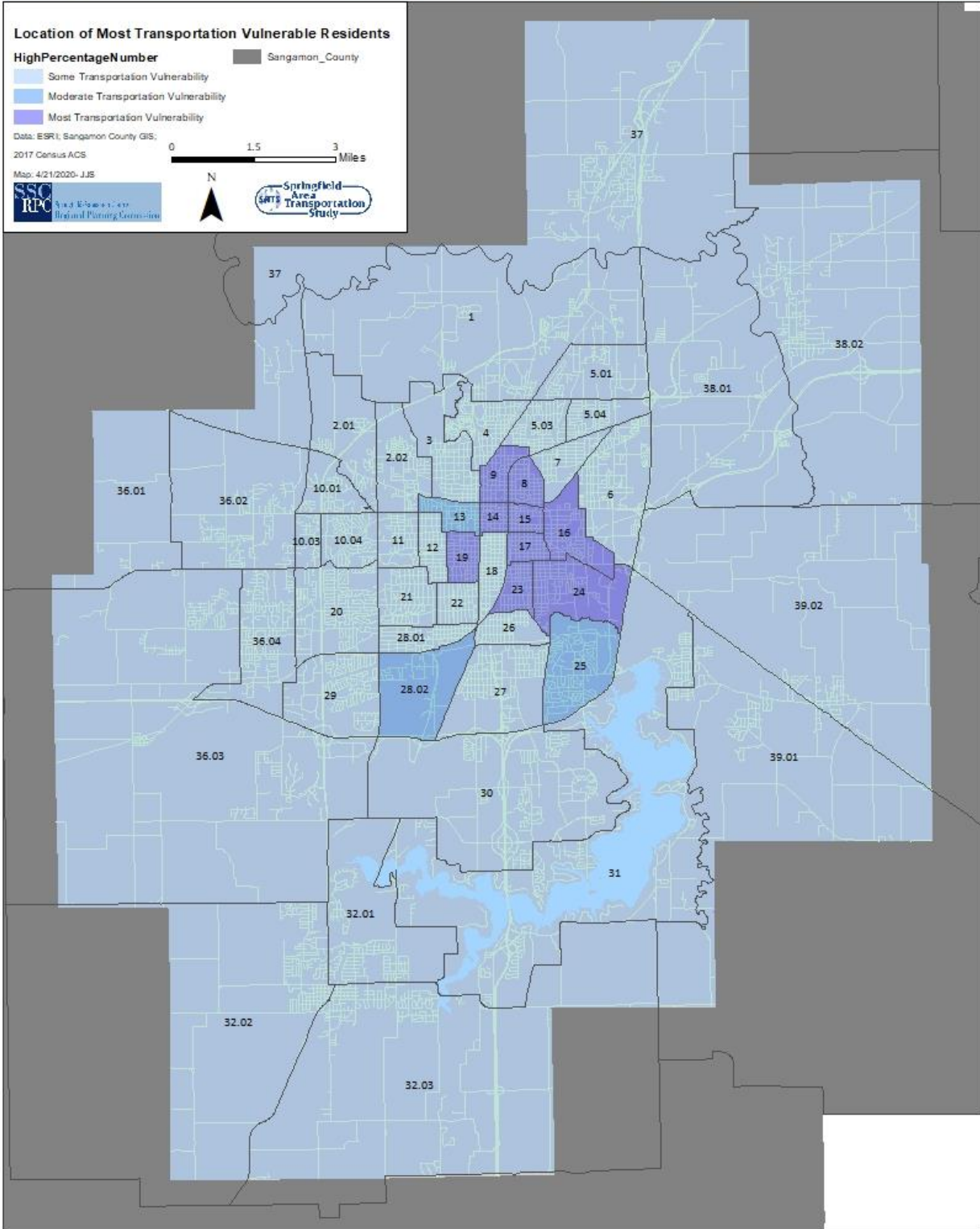
Map 2.4: Residents Living Below Poverty Level



Map 2.5: Residential Location of Racial and Ethnic Minorities



Map 2.6: Location of Most Transportation Vulnerable Residents



2.1.9 Jobs

Employment data from the US Census Bureau and the Springfield Sangamon County Growth Alliance provide insight into “how we work and earn a living”. Job locations indicate destinations that attract people for work or access to goods and services.

Employment figures for residents of the area are shown in the table below for civilians age 16 and older who are employed either full-time or part-time. As the population grew from 1990 to 2010, so did the number of residents with jobs. Likewise, as growth has stagnated and the population has grown older, the number of adults employed within the SATS MPA and the City of Springfield has decreased. Between 2010 and 2019, the number employed residents over the age of 16 has decreased between one and two percent for the SATS MPA and City of Springfield. This compares unfavorably to the State of Illinois which has experienced a slower, but still positive increase in employed individuals.

Figure 2.12 Number of Employed Residents (16 Years and Older)

Area	1990	2000	2010	2019	% Change 2010 - 2019
MPA	N/A	N/A	83,351	81,982	-1.6%
City of Springfield	53,528	56,704	56,088	54,621	-2.6%
Sangamon County	91,949	97,526	98,456	97,729	-0.7%
Illinois	5,417,967	5,833,185	6,035,426	6,395,209	6.0%

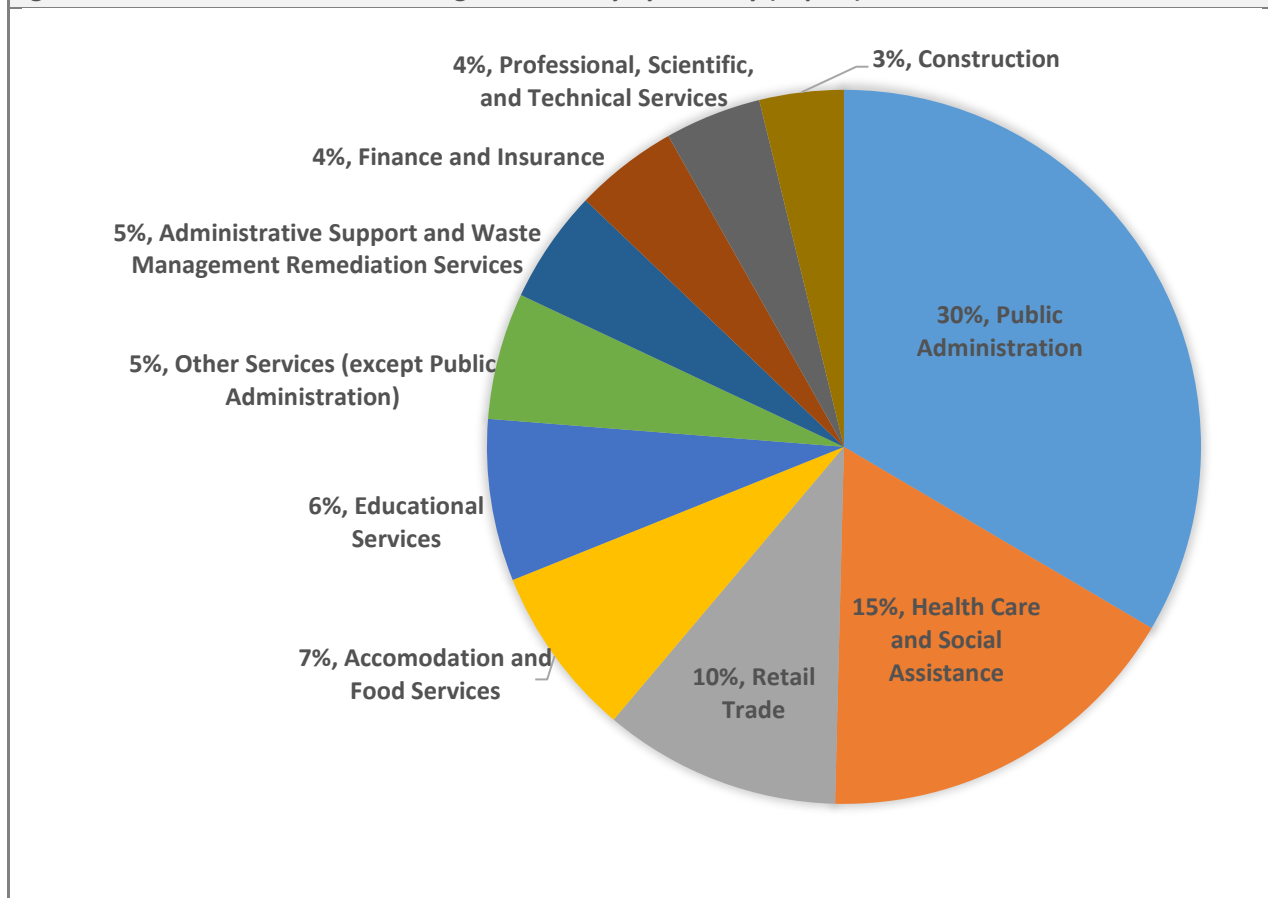
Source: US Census and US Census 2019 Population Estimate via ESRI

The twenty-five largest employers in Sangamon County, as of 2016, are shown in the table below. Collectively, they account for over 46,000 jobs.

Figure 2.13 25 Largest Employers in Sangamon County (2016)		
Company Name	Number of Employees	Business Type
State of Illinois	17,800	Government
Memorial Health System	5,791	Healthcare
Hospital Sisters Health System	4,247	Healthcare
Springfield Public Schools	2,673	Government
Springfield Clinic LLC	2,300	Healthcare
SIU School of Medicine	1,539	Government
University of Illinois Springfield	1,524	Government
City of Springfield	1,402	Government
Blue Cross/Blue Shield	1,310	Insurance
Horace Mann Educators Corp	1,100	Headquarters & Insurance
Lincoln Land Community College	961	Government
Sangamon County	650	Government
Illinois Army National Guard	642	Government
Wells Fargo Home Mortgage	550	Finance
US Post Office	549	Government
Bunn	500	Headquarters & Manufacturing
HD Smith	385	Headquarters & Wholesale
Levi, Ray & Shoup	377	Headquarters & Technology
First Transit Inc.	375	Transportation
Hope Institute for Children	375	Non-Profit
Illinois Air National Guard	325	Government
Viper Mine	280	Coal Mining
United Community Bank	260	Headquarters & Banking/Finance
Lincoln Prairie Behavioral Health	233	Healthcare
Brandt Consolidated	209	Headquarters & Agribusiness
* State of Illinois number includes entities such as UIS, SIU School of Medicine, some National Guard and is the annual average of 2016		
Source: Springfield Sangamon Growth Alliance Website		

Public administration, health care, and retail trade are the three largest employers in Sangamon County, accounting for 55 percent of all jobs.

Figure 2.14 Distribution of Jobs in Sangamon County by Industry (Top 10)



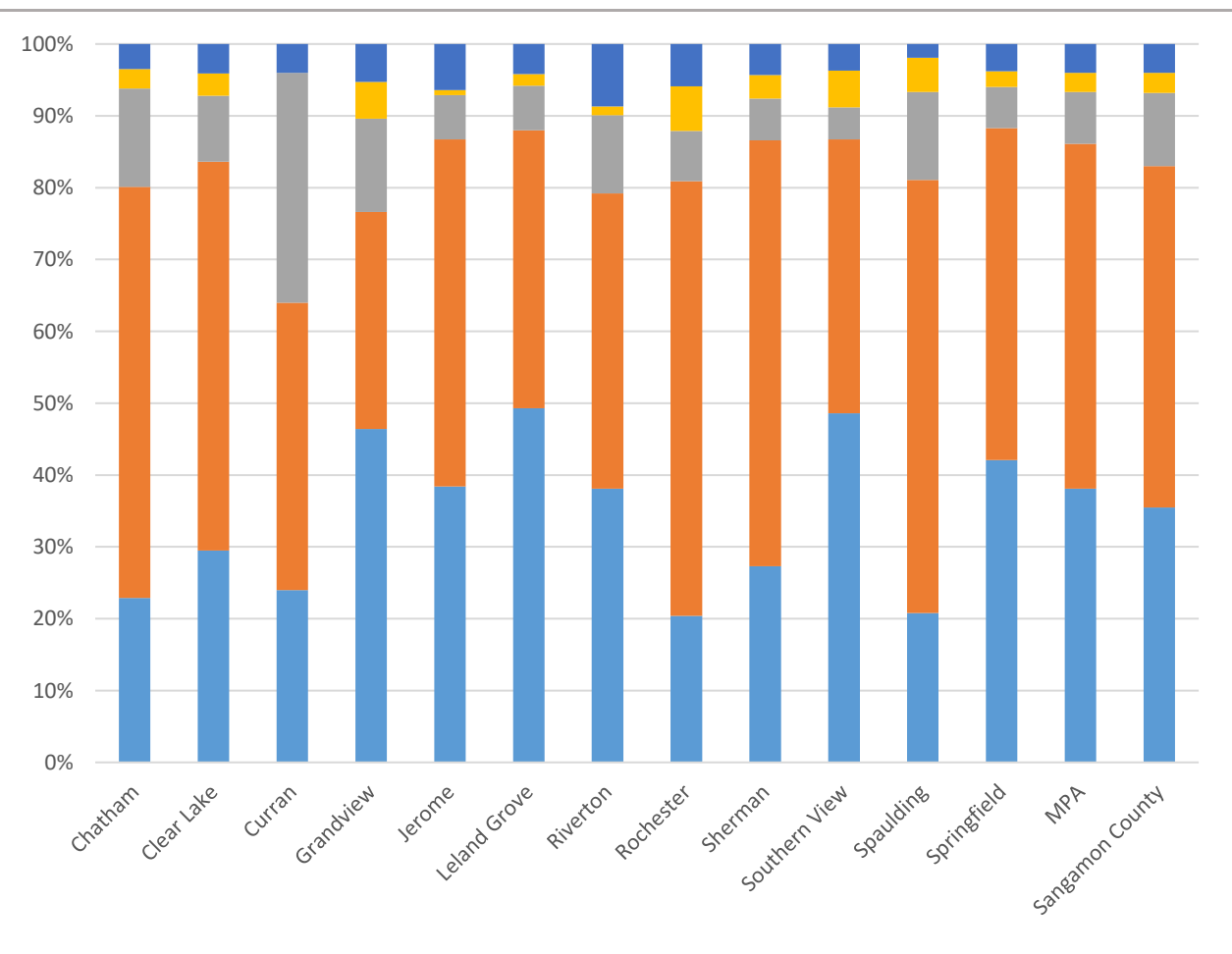
Commuting patterns are an important factor in transportation planning since the highest volume of traffic most often occurs during the time people are traveling to and from work. Because Springfield is a regional employment center, a regional provider of goods and services, and the center of state government, people travel from outside the MPA to access jobs and amenities in the area. More people travel into Sangamon County for their jobs than travel out of Sangamon County.

Figure 2.15 presents commute times for workers living in the MPA. Because most of the jobs in Sangamon County are located in the MPA, the commute times are low. The vast majority of people travel less than 30 minutes to their jobs. Forty-two percent of residents of the City of Springfield and 36 percent of residents of Sangamon County live less than 15 minutes from their place of employment.

Figure 2.15 Travel Time to Work for Residents 16+ Who Do Not Work from Home

Area	Less than 15 Minutes	15 - 29 Minutes	30 - 44 Minutes	45 - 59 Minutes	60 Minutes or Greater
Chatham	22.9%	57.2%	13.7%	2.7%	3.5%
Clear Lake	29.5%	54.1%	9.2%	3.1%	4.1%
Curran	24.0%	40.0%	32.0%	0.0%	4.0%
Grandview	46.4%	30.2%	13.0%	5.1%	5.3%
Jerome	38.4%	48.3%	6.2%	0.7%	6.4%
Leland Grove	49.3%	38.7%	6.2%	1.6%	4.2%
Riverton	38.1%	41.1%	10.9%	1.2%	8.7%
Rochester	20.4%	60.5%	7.0%	6.2%	5.9%
Sherman	27.3%	59.3%	5.8%	3.3%	4.3%
Southern View	48.6%	38.1%	4.5%	5.1%	3.7%
Spaulding	20.8%	60.3%	12.2%	4.8%	1.9%
Springfield	42.1%	46.2%	5.7%	2.2%	3.8%
MPA	38.1%	48.0%	7.2%	2.7%	4.0%
Sangamon County	35.5%	47.5%	10.2%	2.8%	4.0%

Source: US Census Bureau ACS 2013-2017



2.2 How We Travel

Through the US Census Bureau's ACS, information is collected annually on "how we travel". While somewhat limited in scope, this information is utilized to create various demographic estimates which are helpful in transportation planning.

One important indicator of how we travel is measured by vehicle ownership. This information is provided as part of the housing unit data collected by the US Census Bureau. The table below shows vehicle availability for housing units within communities in the MPA (housing units in the unincorporated parts of the MPA are not included). Residents living in an estimated 5,657 housing units, nine percent of total housing units, do not have access to a vehicle.

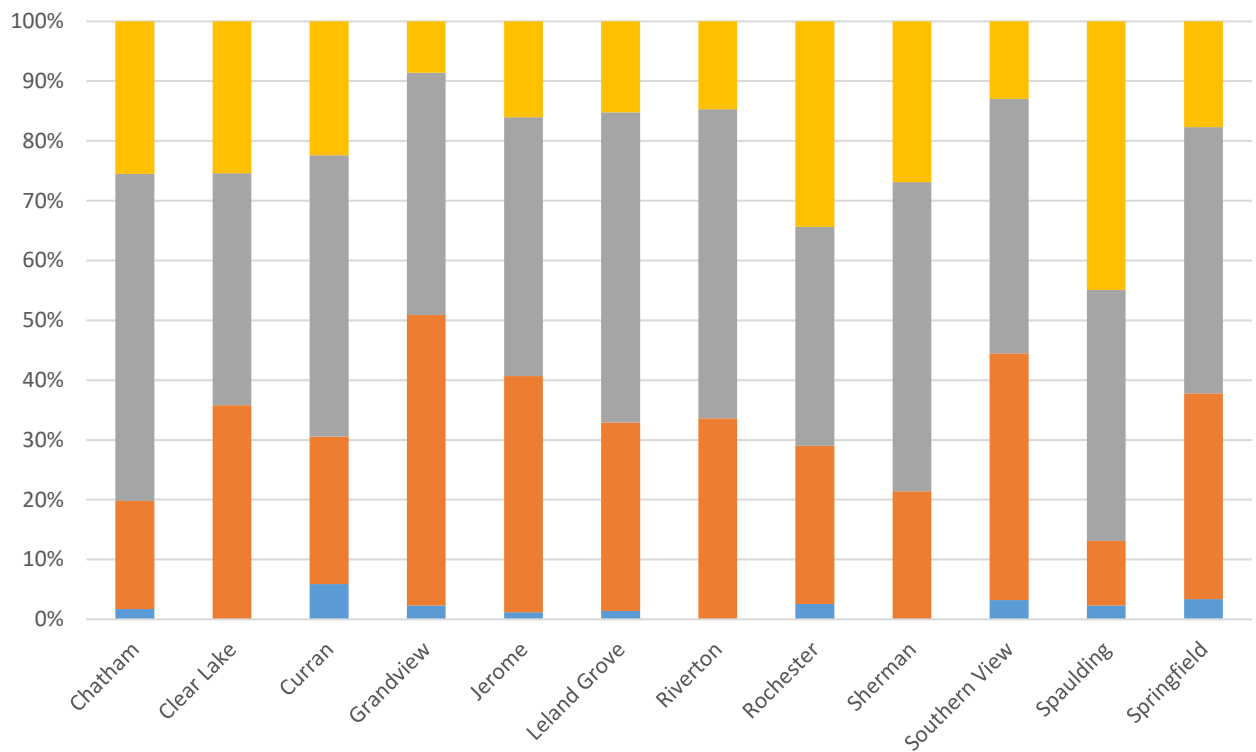
Figure 2.16 Number of Vehicles Available by Occupied Housing Units in MPA *		
Number of Vehicles Available	#	%
No Vehicle Available	5,657	8.9%
1 Vehicle Available	24,854	39.2%
2 Vehicles Available	23,888	37.7%
3 or More Vehicles Available	8,960	14.1%
Total Occupied Housing Units	63,359	100.0%
Source: US Census Bureau 2013 - 2017 ACS		
*Does not include unincorporated areas in the MPA		

Most residents who do not have access to a vehicle live in Springfield, as can be seen in the following tables. Assuming an average household size of 2.2 people per household, we can infer that 11,394 people do not have a vehicle available to them. These residents must use the transportation network in different ways than the majority by using transit, cabs, bicycles, pedestrian networks, or informal support networks for their transportation needs.

The following two figures show the number of vehicles available to people living in the various communities in the MPA. The two tables are broken down by renter/owner status. Households who are classified as renters are more likely than owners to have no vehicle available to them. Approximately three percent of residents who own their houses have no access to vehicles, while 20 percent of renters have no access to a vehicle.

Figure 2.17 Number of Vehicles Available by Owner Occupied Housing Units

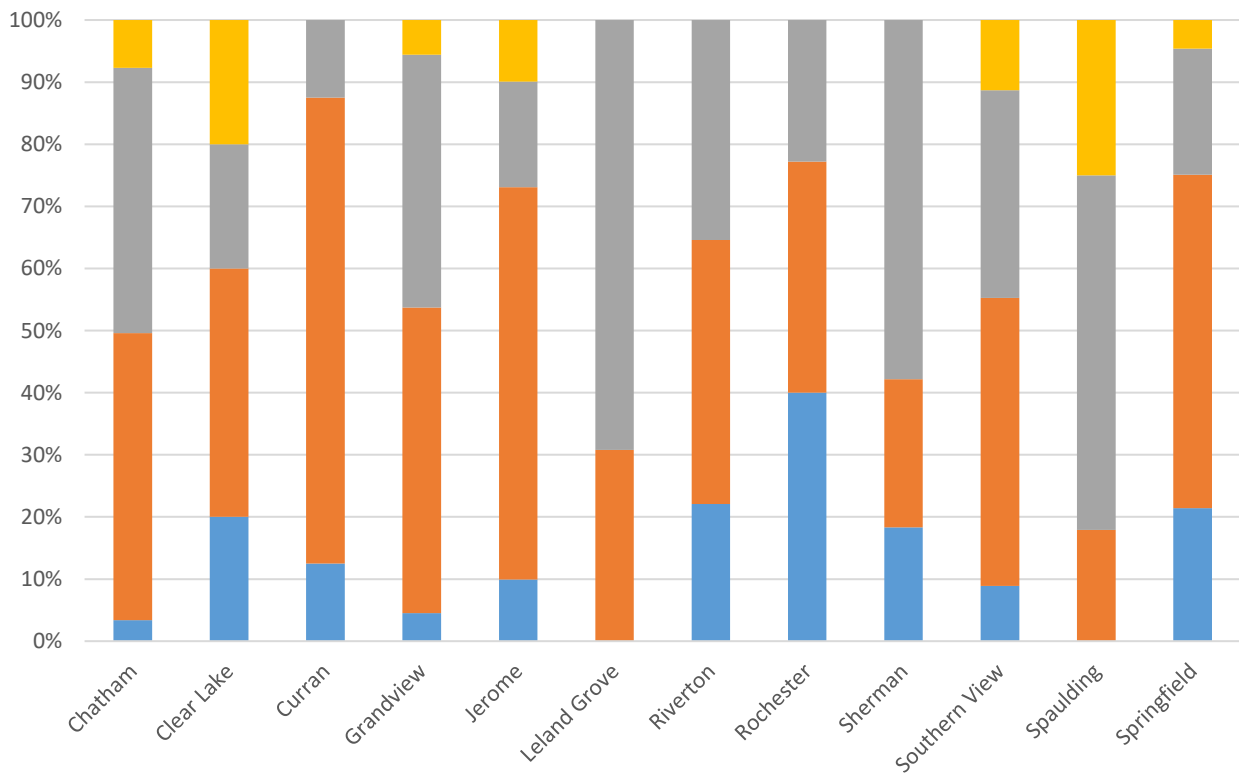
Municipalities within MPA	Owner Occupied Housing Units	No Vehicles Available	1 Vehicle Available	2 Vehicles Available	3+ Vehicles Available
Chatham	3,723	65	673	2,035	950
Clear Lake	67	-	24	26	17
Curran	85	5	21	40	19
Grandview	395	9	192	160	34
Jerome	669	8	264	290	107
Leland Grove	653	9	206	339	99
Riverton	916	-	308	473	135
Rochester	1,180	31	311	432	406
Sherman	1,446	-	309	748	389
Southern View	538	17	222	229	70
Spaulding	305	7	33	128	137
Springfield	31,517	1,071	10,828	14,037	5,581
Total	41,494	1,222	13,391	18,937	7,944



Source: US Census Bureau, 2013-2017 ACS

Figure 2.18 Number of Vehicles Available by Renter Occupied Housing Units

Municipalities within MPA	Renter Occupied Housing Units	No Vehicles Available	1 Vehicle Available	2 Vehicles Available	3+ Vehicles Available
Chatham	998	34	461	426	77
Clear Lake	20	4	8	4	4
Curran	16	2	12	2	-
Grandview	177	8	87	72	10
Jerome	171	17	108	29	17
Leland Grove	39	-	12	27	-
Riverton	511	113	217	181	-
Rochester	180	72	67	41	-
Sherman	301	55	72	174	-
Southern View	248	22	115	83	28
Spaulding	28	-	5	16	7
Springfield	19,176	4,108	10,299	3,896	873
Total	2,689	327	1,164	1,055	1,016



Source: US Census Bureau, 2013-2017 ACS

It is also important to identify the means of transportation that residents within the SATS MPA use to travel to jobs. As seen in the next table, according to the US Census ACS, approximately 83.2 percent of all employed residents within the SATS MPA drive alone to work. The remaining 16.8 percent of workers who take alternative transportation to work demonstrates the need for an inclusive and complete transportation network. On any given day, approximately 1,321 people use public transit to go to work. Over 5,000 people per day carpool to their jobs. Close to 1,500 people walk to work every day, and the number of people who work at home has steadily increased over the past twenty years. The variety of means of travel and the importance of jobs to residents and the local economy requires us to design and maintain a transportation network that can accommodate every resident of the SATS MPA.

Figure 2.19 Means of Transportation to Work

Municipalities within the MPA	Number of Workers 16 Years and Older	Drive Alone	Carpooled	Public Transportation	Walked	Bicycle, Cab, Motorcycle or Other	Worked at Home
Chatham	6,653	5,700	516	-	52	16	369
Clear Lake	99	90	8	-	-	-	1
Curran	107	95	5	-	-	-	7
Grandview	561	441	66	3	5	17	29
Jerome	975	888	27	31	3	15	11
Leland Grove	707	585	21	19	2	9	71
Riverton	1,744	1,481	158	-	71	-	34
Rochester	1,580	1,477	66	-	-	-	37
Sherman	2,217	2,079	48	28	-	33	29
Southern View	811	715	54	3	3	5	31
Spaulding	532	458	49	10	8	-	7
Springfield	53,193	43,578	4,182	1,227	1,347	943	1,916
Total	69,179	57,587	5,200	1,321	1,491	1,038	2,542
% of Total	100.0%	83.2%	7.5%	1.9%	2.2%	1.5%	3.7%

Source: US Census Bureau, 2013-2017 ACS



3.0 Sustainability

A sustainable transportation system is one in which the environmental, economic, and social needs and resources are considered in all decision-making through a system of policies and practices that protect the environment, foster economic vitality and opportunity, and create a high quality of life for current and future generations.

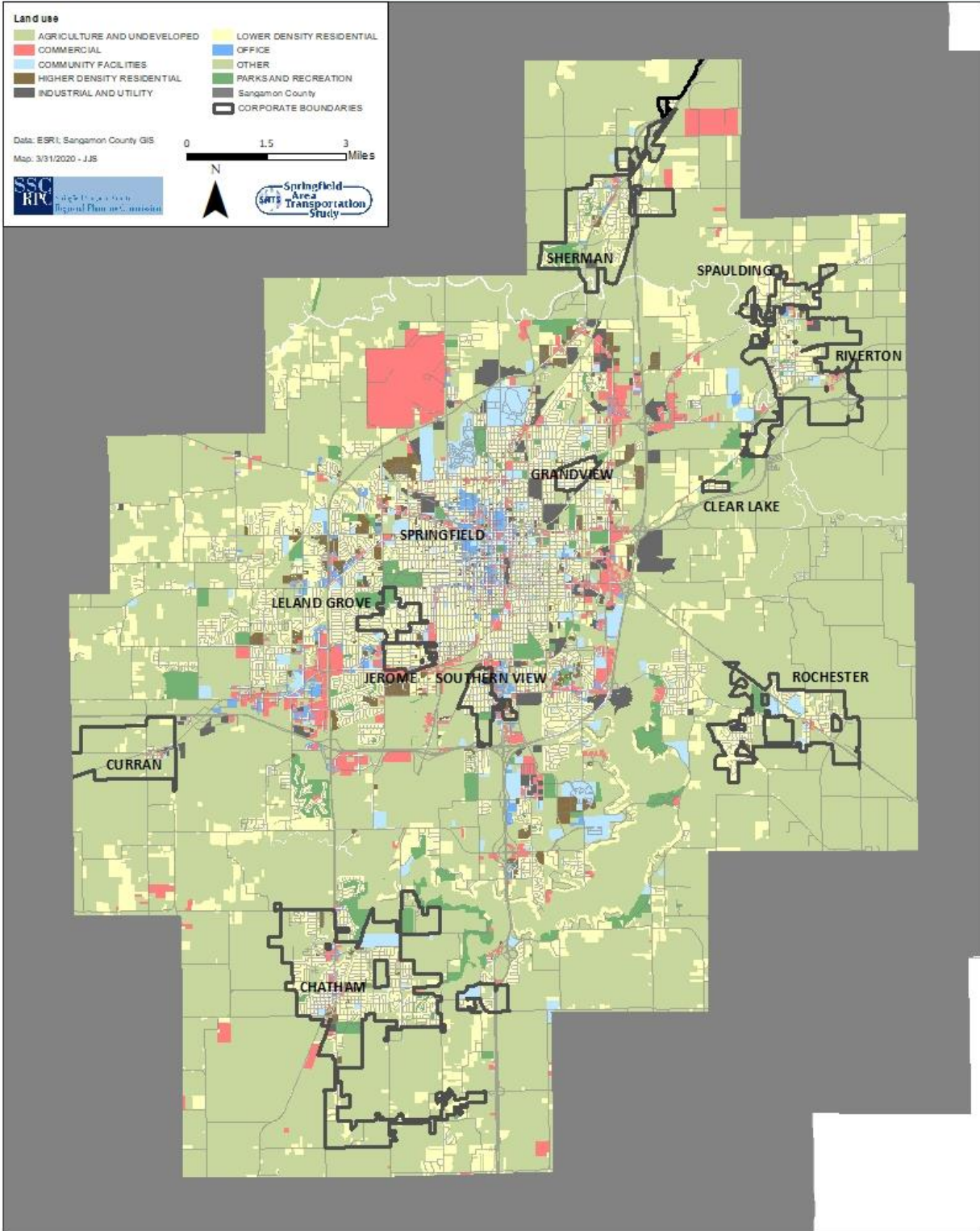
3.1 Economic Factors

3.1.1 Land Use

Land use within the MPA (Map 3.1) is diverse but organized in a supportable manner that does not strain the transportation networks. Generally speaking, residents have access to various amenities via several transportation mediums. The LRTP focuses on establishing, maintaining, and promoting the sustainable connection between land use and transportation.

A goal of the LRTP is to promote active transportation networks that connect communities within the MPA and outside it. This helps improve the environment by lessening the number of vehicles and increases the livability of a community by creating a space for recreation. There are as many as 2,759 acres of recreational land throughout the MPA. More than 60,000 people are within a five-minute or quarter-mile walk to a recreational such as a park or trail. More than 150,000 people are within a short drive (15 minutes or less) to a park or trail (ESRI Community Analyst, 2019).

Map 3.1: Land use



3.1.2 Economic Activity Centers

More than 4,800 acres are categorized as commercial land use throughout the MPA. A large quantity of commercial land rests along streets that serve buses, bikes, vehicles, and/or pedestrians. Establishing a sustainable connection to commercial land uses is a high priority for businesses, planners, and residents.

One of the common hubs for commercial land is Economic Activity Centers (EACs). EACs incorporate a mixture of land uses such as commercial, office, and industrial together and also integrate multiple modes of accessibility via transportation. SATS has identified eight Economic Activity Centers (EACs) in the MPA that either currently contains major concentrations of office, retail, service, or industrial activities or have the location, land, and characteristics to do so. These areas are hubs of economic activity and job opportunities. A network of key economic corridors has also been identified. These roadways handle the large majority of trips within and through the MPA and provide connectivity from across the MPA and to the individual EACs.

Airport Commerce Park/Abraham Lincoln Capital Airport EAC

Location: Northwest of Veterans Parkway and J. David Jones Parkway intersection. The airport currently provides passenger service to several destinations although cargo service could be accommodated. The Airport Commerce Park is planned for vacant land north of Veterans Parkway.

North Dirksen Parkway EAC

Location: This area is located just off I-55 and contains a variety of commercial enterprises including big box stores, smaller businesses, restaurants, and a hotel/conference center. This commercial area continues to grow.

Central City EAC

Location: Running north from South Grand Avenue between Walnut Street and 11th Street through the non-residential portion of the Illinois Medical District at Springfield. This central commercial district includes government office buildings, professional services, historic landmarks, hotels, retail establishments, restaurants, entertainment options, and major medical facilities.

West Wabash Avenue EAC

Location: West of Meadowbrook Road to the west of the I-72 interchange. This area is developing with light industrial and large office uses and has access to the interstate.

South Veterans Parkway in the Vicinity of Wabash Avenue EAC

Location: East of the West Wabash Avenue EAC and north and south of Wabash Avenue. There is a mix of businesses in this area including White Oaks Mall, retail establishments, professional services, movie theaters, restaurants, medical services, hotels, and some light industrial uses and has access to the interstate.

MacArthur Boulevard Junction with I-72 EAC

Location: From Stanford Avenue to I-72 between 2nd Street and Chatham Road. Although there are some businesses in this area, it was identified as an EAC because of the potential for extensive commercial development with the extension of the MacArthur Boulevard opening up access to much of the land and access to the interstate.

South Dirksen Parkway EAC

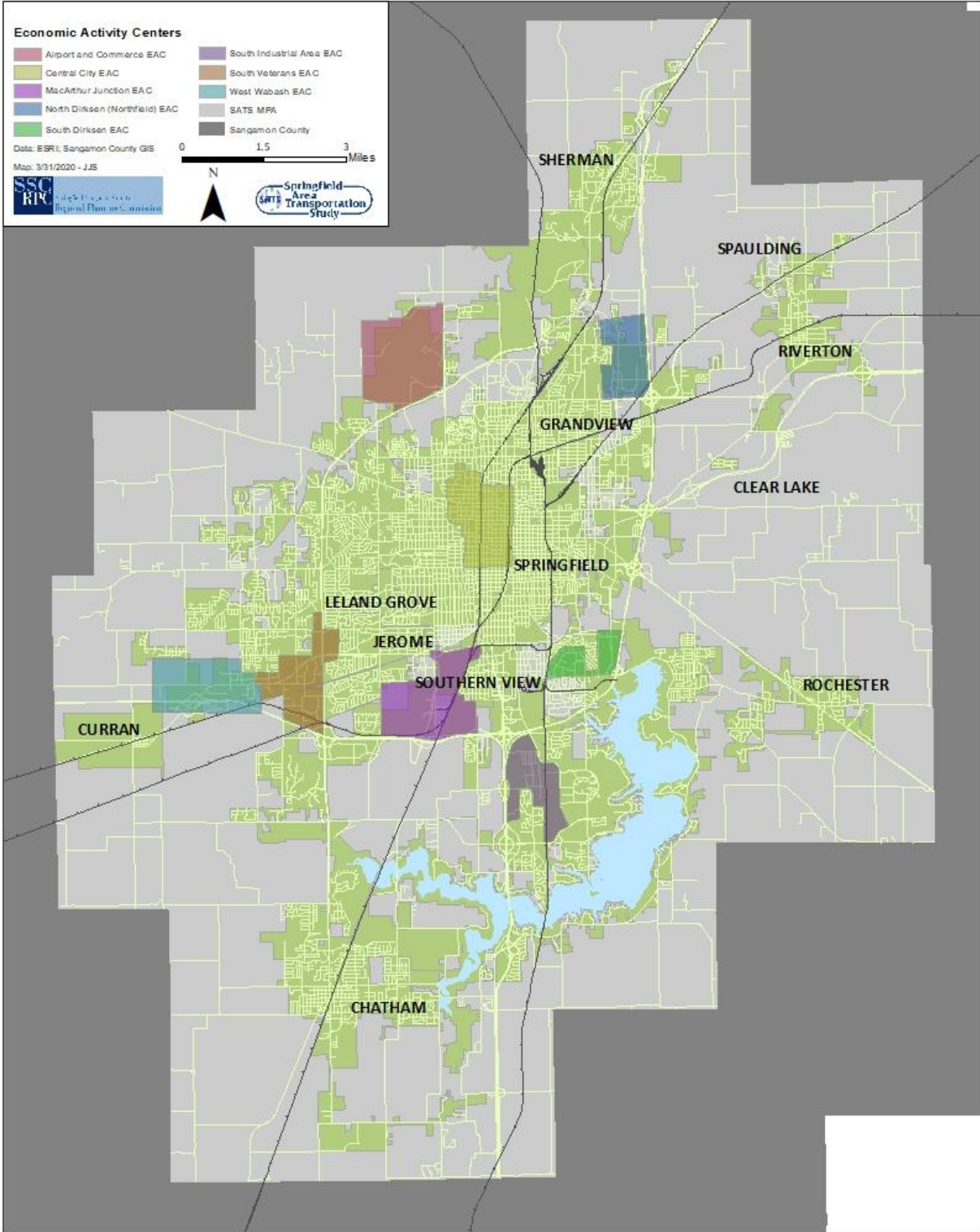
Location: Dirksen Parkway between Stevenson Drive and Stanford Avenue and west along Stevenson Drive, including the Lake Victoria area. This area is a mix of retail establishments, hotels, restaurants, offices, light industrial uses, movie theaters, and professional services with access to the interstate.

South Industrial Area EAC

Location: From Toronto Road to I-72 between I-55 and 11th Street. This area is mostly light industrial, warehousing, and some office space with retail establishments and hotels along Toronto Road and access to the interstate.

The key economic corridors are along major routes where several road and bridge projects are planned with the focus on creating grade separations at rail crossings. Key bicycle routes providing access to the EACs for citizens living in census tracts with high rates of households without vehicles will be identified and developed along with other routes specifically serving these economic hubs. Pedestrian access to the Central City is complete, however, other EACs are proving somewhat challenging to connect. Public transit fixed route service is currently fully available during the day to all but one EAC. After the SMTD route redesign in 2018, service was provided to the South Industrial Area and West Wabash EAC. Originally, service was provided to the Abraham Lincoln Capital Airport but was discontinued, due to low ridership.

Map 3.2: Economic Activity Centers



3.1.3 Agriculture

Sangamon County is fortunate to have a strong agricultural economic base. Most non-developed land in the County is classified as prime farmland growing primarily corn and soybeans.

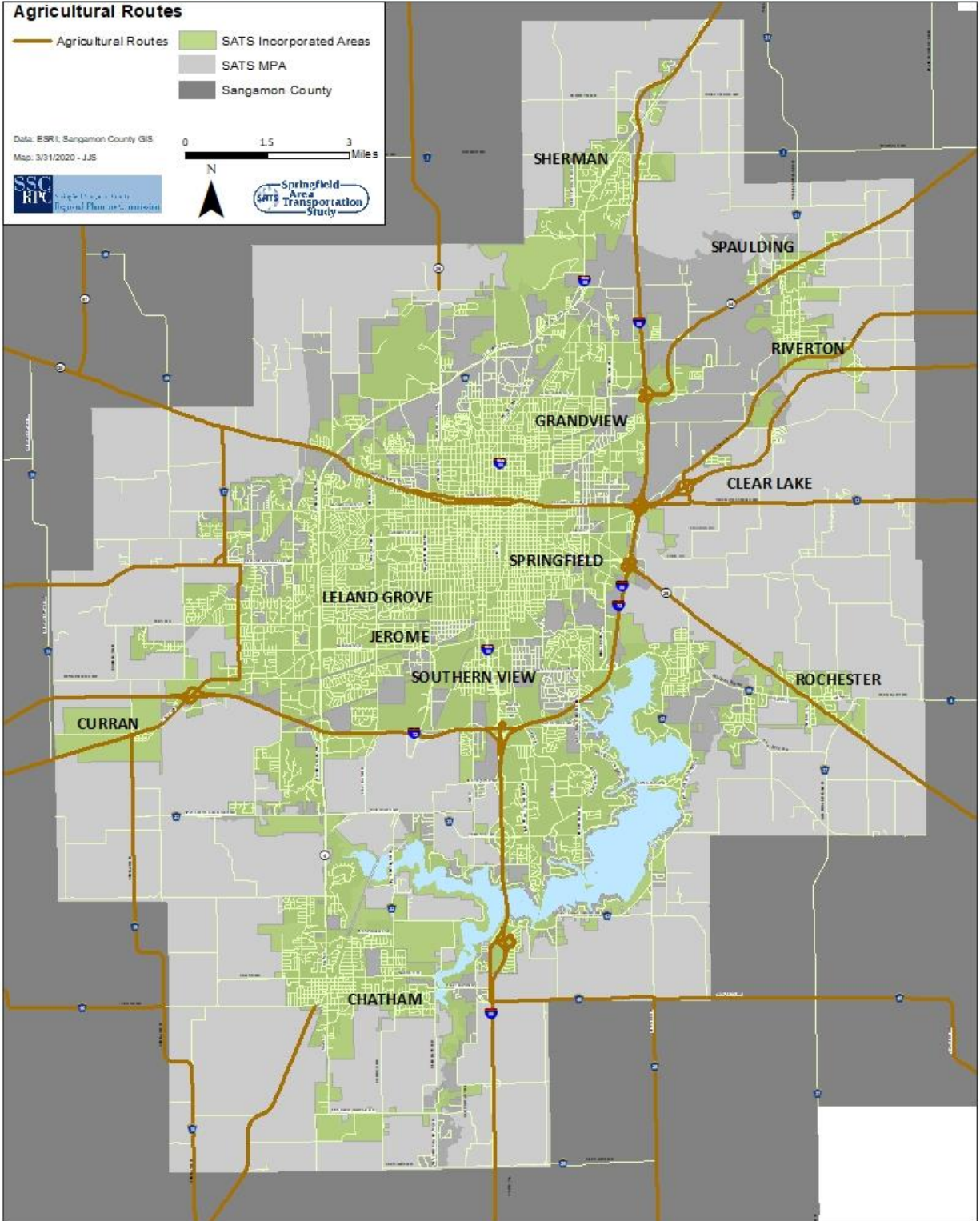
In total, there are 561,315 acres in Sangamon County. According to the USDA Census, 531,290 acres are considered “land in farms.” This farmland comprises 94.7 percent of land in Sangamon County and is currently estimated to be worth an average of \$8,931 per acre. The percentage of farmland within Sangamon County has increased since 2012 by 3.2 percent.

According to the United States Department of Agriculture’s (USDAs) 2017 Census of Agriculture by the National Agriculture Statistics Service, receipts from crops produced within the county accounted for \$325,891,000 from 1,083 farming operations. This puts Sangamon County in sixth place among counties within Illinois for crop production dollars produced at the county level. Agriculture in Sangamon County is a major economic engine driving the local economy, generating \$352,624,000 market value of all farm commodities sold.

With two intersecting interstates, Sangamon County serves as a transportation crossroads for agriculture and livestock producers in Central Illinois. With access to and from Champaign, Decatur, Quincy, St. Louis, Chicago, and beyond, over the road transportation is a key element to transporting agricultural goods. Rail transportation in the County provides access to many places both within and outside Illinois, as well as foreign markets around the world.



Map 3.3: Agricultural Routes



3.1.4 Mid-Illinois Medical District

Medical treatment and training facilities have had a prominent place in the region as a resource and employer since the late 19th century. A one-square-mile area of medical facilities bound by Madison Street to the south, Walnut Street to the west, North Grand to the north, and 11th Street to the east. The District is located in the Downtown Economic Activity Center was designated in 2003 by an act of the General Assembly as the Mid-Illinois Medical District. The purpose of the medical district is to attract and retain academic centers of excellence, viable health care facilities, medical research facilities, emerging high technology enterprises, and other facilities and uses as permitted by this Act. (Source: P.A. 95-693, effective 11-5-07.) To fulfill this purpose, the Mid-Illinois Medical District reports that over six-hundred million dollars in capital investments have been expended in the last five years. Comprising 4.7 million square feet of medical facilities, the District includes:

- Medical Institutions
 - HSHS St. John's Hospital
 - Memorial Medical Center
 - SIU School of Medicine
 - Springfield Clinic
- Educational Facilities
 - Lincoln Land Community College Capital City Training Center
 - Memorial Center for Learning and Innovation
 - SIU School of Medicine
 - St. John's School of Nursing
 - UIS School of Nursing
- Medical Practices

3.1.5 Education

Several of the largest employers in the SATS MPA are educational institutions, including the University of Illinois-Springfield, Springfield Public School District 186, and the Southern University School of Medicine. Lincoln Land Community College, smaller school districts, and elementary schools and high schools also employ a significant number of people in the MPA. Besides providing jobs, they also prepare people for the job market and improve their chances for successful careers. Having a well-educated workforce is a factor that companies consider when looking to locate. People's financial security and the local economy rely on ready access to educational resources.

In 2018, Benedictine University announced that it was closing its Springfield campus and selling the property. The development of the property, whether it is an educational facility or another use, has yet to be decided. In 2019, Robert Morris University announced the closure of its Springfield campus.

As the bicycle and pedestrian networks develop, the connections to schools will improve. Many schools within Springfield have good sidewalk access. Most high schools and many elementary schools within Springfield are served by public transit. The SMTD route redesign ensured that high schools within its district would be directly served all day via fixed route and supplemented during high traffic periods. SMTD also provides direct service to the University of Illinois-Springfield, Lincoln Land Community College, and Southern Illinois University School of Medicine. The Lawrence Adult Education Center is serviced by both direct, fixed routes and supplemental routes during busy periods.

3.1.6 Freight Movement

The Illinois State Freight Plan was produced in 2017 and recognizes that freight transportation helps drive the economy of Illinois and is a vital part of the nation's global trade competitiveness. The plan revealed that the top trading partners to Illinois are:

- Louisiana
- Indiana
- California
- Texas

Freight is transported by truck through Sangamon County primarily on Interstate 55, which serves as a part of the National Highway Freight Network, and is supported by additional truck and agricultural routes. Rail freight is transported on the multiple lines running through the MPA. Over seven million tons of freight originated in Sangamon County in 2014, including grain and agricultural products, gasoline, gravel, and coal. On a statewide level the top three commodities, both by volume and value, transported in Illinois were:

- Coal (180 million tons),
- Cereal grains (130 million tons),
- Gravel (90 million tons),
- Mixed freight (900 billion dollars),
- Motor vehicles (350 billion dollars), and
- Machinery (150 billion dollars).

Having direct access to the interstate system, several rail lines, and an airport capable of supporting cargo service puts the MPA in a favorable position for moving goods to, from, and through the area.

3.2 Environmental Factors

3.2.1 Floodplains and Wetlands

Floodplains and wetlands contribute to the overall health of an environment and are some of the most productive and valuable ecosystems in the world. They are transitional zones between land and aquatic systems.

Floodplains

Floodplains, also called Special Flood Hazard Areas (SFHAs), are typically located next to rivers and streams. These areas are estimated to have a one percent annual chance of flooding in any given year due to the overflow of water from nearby bodies of water. Undisturbed floodplains provide many natural benefits including;

- Natural flood and erosion control,
- Floodwater storage,
- Moderation of damage to structures and property,
- Processing organic waste,
- Preservation of water quality,
- Groundwater recharge,
- Habitat for plant and animal species, and
- Open space for recreation.

Human activity in SFHAs can disrupt these benefits. Obstructions in flood-prone areas can cause damage to structures and other property in the vicinity and degrade the value of the ecosystem. Because there are many waterways in the MPA transportation corridor crossings are necessary. Cognizance of maintaining the free-flow of floodwaters and maintaining the natural benefits when constructing, replacing, or repairing bridges assures minimal impact on properties upstream. Additionally, the construction, reconstruction, and repair of transportation facilities located in an SFHA must take into account the impact flooding would have on the facilities.

Wetlands

Wetlands are areas of land that are covered with shallow water or have soil saturated with moisture and account for approximately 4.8 percent of the total area of Sangamon County.

- Water filtration to improve water quality,
- Storage of water to mitigate flood damage,
- Providing flood and erosion control,
- Recharge groundwater, and
- Sustain a diversity of plant and animal life.

The most significant adverse impact related to transportation on wetlands is wetland losses due to widening/building new roadways. Also, any fills to wetlands, highway stormwater runoff to wetlands, or removal of vegetation may affect valuable wetland functions. Appropriate mitigation measures avoid, minimize, and compensate for impacts. These measures need to be considered in all planning, design, construction, and maintenance processes of transportation improvement projects.

3.2.2 Threatened and Endangered Species/Biological Diversity

Construction, operation, and maintenance of the transportation system can result in impacts to ecosystems that support threatened and endangered species, biologically unique natural communities, and other wildlife populations. Roadways are particularly discussed below, although adverse impacts that threaten the continued existence of these species/communities or cause substantial harm to their habitat can occur with any element of the transportation system.

The disruption caused simply by the presence of roadways changes the characteristics of vegetation habitat. Non-native species are encouraged and widely distributed while native species are diminished. The diversity of plant communities along roadsides decreases with the loss of sensitive native species that are disturbed by roadside conditions.

Wildlife is also affected by roadways which can cause direct habitat loss, degradation of adjacent habitats, and habitat fragmentation, all contributing to animal mortality along with other factors. Transportation system construction, operation, and maintenance impacts include:

- Noise,
- Degradation of air quality,
- Light pollution,
- Traffic volumes and speeds,
- Erosion,
- Chemical, salt, and oil contamination, and
- Severing of wildlife movement corridors.

There are numerous plant and animal species in Illinois identified by the Illinois Department of Natural Resources as threatened and endangered. Below is the list of threatened and endangered species identified in Sangamon County.

Figure 3.1 Sangamon County Threatened and Endangered Species	
Endangered Species:	
Black-crowned Night Heron (S)	Northern Harrier (S)
Great Chickweed (S)	Prairie Spiderwort (S)
Heart-Leaved Plantain (S)	Royal Catchfly (S)
Indiana Bat (F, S)	Short-eared Owl (S)
Loggerhead Shrike (S)	Smooth Softshell (S)
Threatened Species:	
Barn Owl (S)	Least Bittern (S)
Bunchflower (S)	Lined Snake (S)
Eastern Prairie Fringed Orchid (F)	Mudpuppy (S)
Franklin's Ground Squirrel (S)	Northern Long-eared Bat (F)
Kirtland's Snake (S)	Ornate Box Turtle (S)
(F) Federal list and/or (S) State list of threatened or endangered species. Data obtained from the U. S. Fish and Wildlife Service and Natural Heritage Database as of February 2020.	

3.3 Societal Factors

Transportation planning practices and policies can improve the quality of life for all the region's residents. Creating an environment that promotes the health and safety of its citizens; engaging in active transportation; proximity to employment opportunities, services, healthy food options and entertainment; and access to public spaces and social participation increases the livability of an area and the likelihood people will choose to make the region their home.

3.3.1 Environmental Justice

As noted earlier, certain citizens have special transportation needs or have not always been strongly represented as transportation planning decisions were made. Seven census tracts (8, 9, 15, 16, 17, 23, and 24) have been identified as having high percentages of at least three of the following populations:

- Households with No Vehicles
- Citizens Aged 65 and Over
- Citizens Under 18 Years of Age
- Citizens Living Below the Poverty Level
- Black or African American Citizens

It is the policy of SSCRPC to consider social justice when determining the location and planning of transportation projects. The bicycle network being developed within the Metropolitan Planning Area is being constantly evaluated to identify areas where additions and repairs are most necessary. The Priority Pedestrian Network is well built and new projects are evaluated in part by their ability to enhance the existing network and provide links for pedestrians to commercial and employment centers. SMTD has re-envisioned its transit network to serve more people and provide better service to areas with high usage.

3.3.2 Safety and Emergency Services

There is no more important issue in transportation planning than safety. Assuring that each traveler arrives at their destination unharmed is the core purpose of the transportation system. Many strategies in this plan address safety. Fatalities and serious injuries data will be used to evaluate the effectiveness of these strategies and projects. One thing this metric will not indicate is how safe people feel when traveling. As the bicycle and priority pedestrian networks are developed and projects are undertaken to improve travel safety, the hope is that respondents will express increased confidence in their safety through answers to future long-range transportation plan surveys.

Safety and security are commitments made by our government to its citizens. Having the ability to respond quickly to emergencies is a cornerstone of this commitment. The road network is critical to the movement of emergency response vehicles through our communities. Based on the location of emergency response facilities, critical facilities, and hazardous facilities in the county, SATS identified corridors on the existing and proposed road network that would facilitate efficient and effective travel by police, fire, emergency management, and medical response teams.

3.3.3 Human Services

A large number of people are unable to get to work, run errands, or reach medical services simply because they do not have access to reliable transportation. This group includes individuals who cannot operate vehicles or travel from home on their own because of medical conditions or other limitations, people who cannot afford a vehicle, and people who live in areas without access to public transportation.

To enable these individuals to travel for employment, medical access, education, and other needs, states and federal grants are available to provide transportation services that assist elderly persons, persons with disabilities, low-income persons, and the general public in getting to their destinations. In Springfield, regular public transit service and supplemental paratransit service is available to meet many, but not all, of these needs. Public transit services have been extended to rural areas outside the Springfield Urbanized Area and regular, fixed-line transit services operate in communities outside of Springfield. There are, however, people who cannot access or properly use these services, due to medical conditions or the lack of desire to travel at all. In these cases, human service providers, such as senior centers must find other ways to provide their clients with transportation.

3.3.4 Parks

The parks and recreational areas found within the Springfield MPA are of immense benefit, particularly to the health of our citizens, by providing open space, a connection to nature, recreation/exercise opportunities, outdoor entertainment, leisure activities, and community involvement. Many parks can be found throughout our communities with various amenities including:

- Washington Park, a historic park featuring a botanical garden, carillon, playgrounds, and tennis courts;
- Lincoln Park, also a historic park with a pool, ice rinks, playground, and ball fields;
- Southwind Park, designed to fully accommodate people with disabilities;
- Eisenhower Pool and Veterans Memorial Pool;
- Carpenter Park, a nature preserve;
- Riverside Park, offering a BMX Club track, baseball fields, fishing, and camping;
- Bergen, Bunn, Lincoln Greens, and Pasfield Golf Courses; and,
- Many other community and neighborhood parks.

The benefits of parks are many and our citizens use all modes of travel to access them. Currently, parks in the core of the MPA are fairly well served by the existing Priority Pedestrian Network and transit service. As the bicycle network develops, this access will improve and extend to some of the outlying parks.

3.3.5. Historic Sites and Landmarks

The Springfield area holds a vibrancy of history and many structures have been preserved to connect our modern life to the roots of our built communities. Over one hundred historic sites and landmarks have been designated through federal, county, and city proclamation. These sites establish a sense of place, tell our story, and are a source of civic pride. This history also fosters a sense of stability which can be seen reflected in neighborhood association names rooted in local history, such as Enos Park, Aristocracy Hill, and Hawthorne Place.

The various criteria for historic designation are:

- Federal – "National Historic Landmarks are places where significant historical events occurred, where prominent Americans worked or lived, that represent those ideas that shaped the nation, that provide important information about our past, or that are outstanding examples of design or construction."
- Sangamon County – "A building, district or site must meet one of the following criteria: be associated with events that have made a significant contribution to the broad patterns of history; be associated with the lives of significant persons in our past; be distinctive for its type, period, or method of construction, or represent the work of a master, or possess artistic value, or, in the case of a district, be representative of a significant and distinguishable entity whose components may lack individual distinction; yield important information about the area's history or prehistory."

- City of Springfield – “Significant value as part of the historical, archaeological, cultural, artistic, social, or other heritage of the Nation, State, or City; association with an important person or event in national, state, or local history; representative of the distinguishing characteristics of architectural type, period, or method of construction, or the notable work of a master builder, designer, architect, or artist, or a work that possesses high artistic value or that represents a significant and distinguishable entity although its components may lack individual distinction; and any additional criteria established by the rules promulgated by the (Springfield Historic Sites) Commission.”

Figure 3.2 Historic Sites in the SATS MPA *N- National Site, C- County Site, S- Springfield Site*

	BUILDING	ADDRESS	City
N	Abraham Lincoln Memorial Garden	2301 E. Lake Shore Drive	Springfield
S	Adams Wildlife Preserve	2315 Clearlake Avenue	Springfield
S	Allen Miller House	511 South 8th Street	Springfield
N	Alvin S. Keys House	1600 Park Drive	Leland Grove
S	Bate/Kennedy Building	520 West Monroe Street	Springfield
N S	Bell Miller Apartments	835 South 2nd Street	Springfield
N	Benjamin S. Edwards Place	700 North 4th Street	Springfield
S	Bernard Stuve House	526 South 7th Street	Springfield
S	Booth-Grunendike Mansion	500 South 6th Street	Springfield
N	Bressmer-Baker House	913 South 6th Street	Springfield
N C	Brunk Farmstead	7200 Lake Services Road	Springfield
S	Bunn-Sankey House	1001 South 6th Street	Springfield
N	Caldwell Farmstead	3000 Mansion Road	Chatham
N	Camp Butler National Cemetery	5063 Camp Butler Road	Springfield
N S	Camp Lincoln Commissary Building	1301 North MacArthur Blvd.	Springfield
N	Capital Airport Air National Guard Station	1200 Capital Airport	Springfield
N	Central Springfield Historic District	East Adams	Springfield
S	Charles Arnold House	810 East Jackson Street	Springfield
S	Charles Corneau House	426 South 8th Street	Springfield
S	Chatterton Place	121 South 5th Street	Springfield
N	Christ Episcopal Church	611 East Jackson Street	Springfield
C	Churchill Cemetery	2785 Colt Road	Springfield
N S	Clarkson W. Freeman House	704 West Monroe Street	Springfield
S	Claus Grocery Store	1700 South 11th Street	Springfield
N S	Congressman James M. Graham House	413 South 7th Street	Springfield
S	Constant & Groves Chevrolet Building	425 South 4th Street	Springfield
S	Cook House	508 South 8th Street	Springfield
N	Cornelius Flagg Farmstead	500 Old Tipton School Road	Sherman
S	Cranmer-Cook House	926 South 7th Street	Springfield
S	Decker House	303 South Glenwood Avenue	Springfield
N	Dr. Charles Compton House	1303 South Wiggins Avenue	Springfield
N S	Elijah Iles House	628 South 7th Street	Springfield
N S	Executive Mansion	410 East Jackson Street	Springfield
N S	Fisher Building -Latham Block	113 North 6th Street	Springfield
N	Fred Gottschalk Grocery Store	301 West Edwards Street	Springfield
N S	George M. Brinkerhoff House	1500 North 5th Street	Springfield
N	Gov. Richard Yates House	1190 Williams Blvd.	Springfield
S	Grant Store/Harts' Block	225 South 5th Street	Springfield

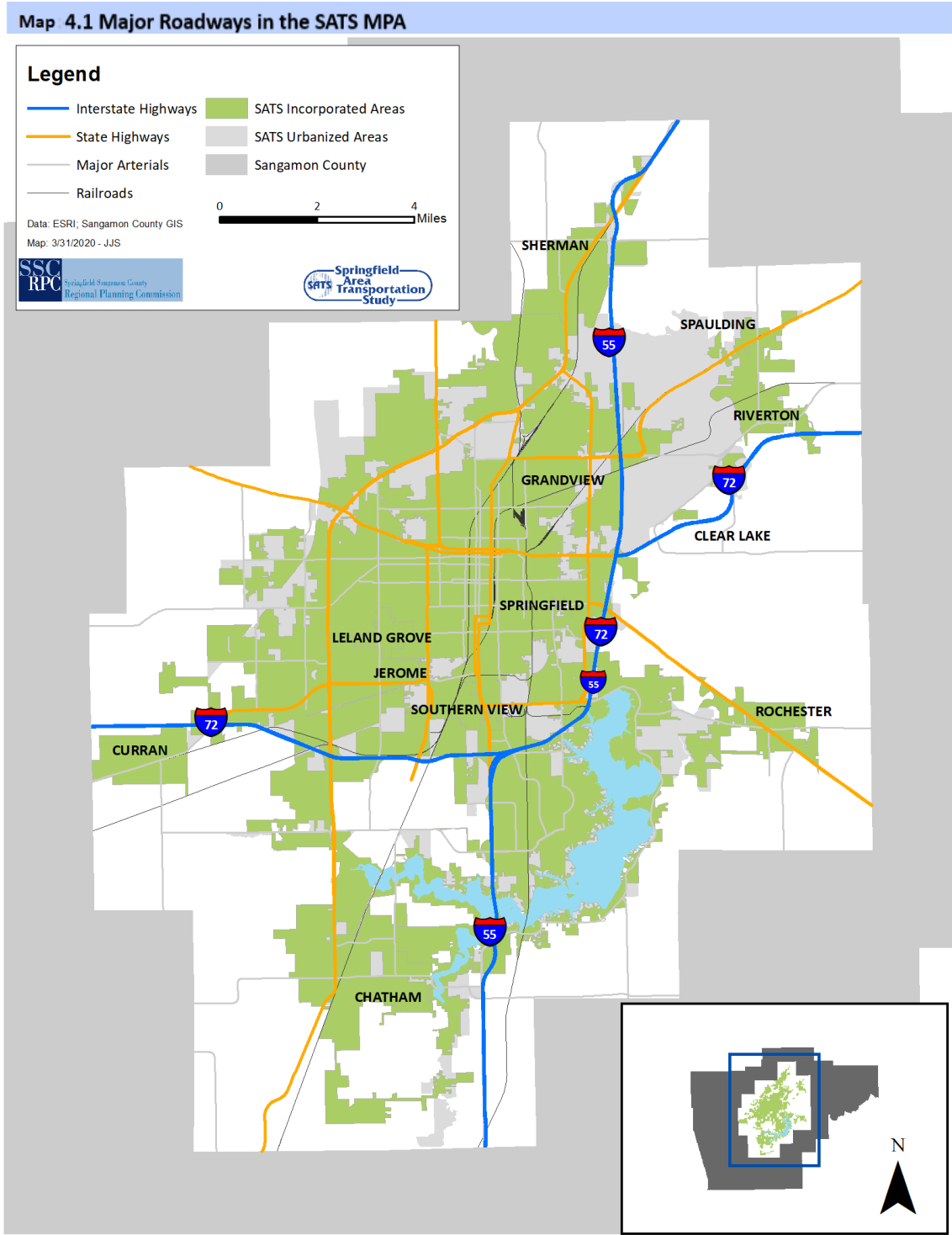
N	Great Western Railroad Depot	930 East Monroe Street	Springfield
N	H. P. Boulton House	1123 South 2nd Street	Springfield
S	Harriet Dean House	421 South 8th Street	Springfield
N	Heimberger House	653-655 West Vine Street	Springfield
S	Henson Robinson House	520 South 8th Street	Springfield
N	Hickox Apartments	614 South 4th Street	Springfield
S	Hoogland Center for the Arts	420 South 6th Street	Springfield
N S	Howard K. Weber House	925 South 7th Street	Springfield
N	Hugh M. Garvey House	8 Fair Oaks Drive	Leland Grove
S	Illinois Hotel	401 East Washington Street	Springfield
S	Illinois State Armory	109 East Monroe Street	Springfield
N S	Illinois State Capitol	401 South 2nd Street	Springfield
N	Illinois State Fairgrounds	2599 Main Street	Springfield
C	Inn of the Lamplighter (Pool/Deck)	6600 S 6th Street Road	Springfield
S	James Morse House	818 East Capitol Avenue	Springfield
S	Janssen Building	215 East Adams Street	Springfield
N S	Jennings Ford Building	431 South 4th Street	Springfield
S	Jessie K. DuBois House	519 South 8th Street	Springfield
N	John F. Bretz House and Warehouse	113 North Fifth Street	Springfield
N S	John L. Lewis House	1132 W. Lawrence Avenue	Springfield
N	Joseph Miller House	Buckhart Road	Rochester
N	Joseph Ross House	5200 Passfield Road	Rochester
S	Julia Sprigg House	507 South 8th Street	Springfield
S	Kirlin Building	109 South 7th Street	Springfield
S	K-Mart/Kresgee Building	131 South 5th Street	Springfield
I	Korean War Memorial	1500 Monument Avenue	Springfield
S	Lanphier Building	421 East Adams Street	Springfield
N	Lazy A Motel	2840 Peoria Road	Springfield
N S	Lincoln Colored Home	427 South 12th Street	Springfield
N S	Lincoln Home National Historic Site	414 South 8th Road	Springfield
N S	Lincoln Tomb - Oak Ridge Cemetery	1441 Monument Avenue	Springfield
S	Lincoln-Herndon Law Office	1 South Old State Capitol	Springfield
S	Lyon / Rosenwald House	413 South 8th Street	Springfield
N	Maid-Rite Sandwich Shop	118 North Pasfield Street	Springfield
S	Nelson Building	117 South 7th Street	Springfield
N	Oak Ridge Cemetery	1500 Monument Avenue	Springfield
S	Old South Town Theater Marquee	1110 South Grand Avenue	Springfield
N S	Old State Capitol	1 North Old State Capitol	Springfield
S	Old State House Inn	101 East Adams Street	Springfield
S	Pasfield House	525 South Pasfield Street	Springfield
N S	Price / Wheeler House	618 South 7th Street	Springfield
I	Purple Heart Memorial	1500 Monument Avenue	Springfield
N S	Rippon - Kinsella Home	1317 North 3rd Street	Springfield
S	Robert Bullard House	1313 West Leland Avenue	Springfield
N	Route 66 by Carpenter Park		Springfield
N	Route 66 South of Lake Springfield		Springfield
S	Schnepp Block	311 East Adams Street	Springfield
S	Shutt House	527 South 8th Street	Springfield

S	Solomon Allen Barn	530 South 8th Street	Springfield
N	Springfield Mine Rescue Station	609 East Princeton Avenue	Springfield
N S	St. Nicholas Hotel	400 East Jefferson Street	Springfield
N	Sugar Creek Covered Bridge		Chatham
N S	Susan Lawrence Dana House	301 East Lawrence Avenue	Springfield
N	Taft Farmstead	3438 North Oak Hill Road	Rochester
N S	Taylor Apartments	117 South Grand Avenue W	Springfield
S	The INB Center- The CILCO Building	322 East Capitol Avenue	Springfield
S	The Wetterer - Hodde House	1004 Williams Boulevard	Springfield
N	Tiger-Anderson House	County Road 3 North	Springfield
N	Town House, The	718 South 7th Street	Springfield
N	Union Station	515 East Madison Street	Springfield
S	Vachel Lindsay Bridge	59 Long Bay Drive	Springfield
N S	Vachel Lindsay Home	603 South 5th Street	Springfield
I	Vietnam Veterans Memorial	1500 Monument Avenue	Springfield
N S	Virgil Hickox House	518 East Capitol Avenue	Springfield
N	Washington Park Carillon		Springfield
S	William Beedle House	411 South 8th Street	Springfield
S	Witmer-Schuck Building	630 East Washington Street	Springfield
I	World War II Memorial	1500 Monument Avenue	Springfield
S	Zimmerman Paint Store Building	417 East Adams Street	Springfield



4.0 The Road and Bridge Network

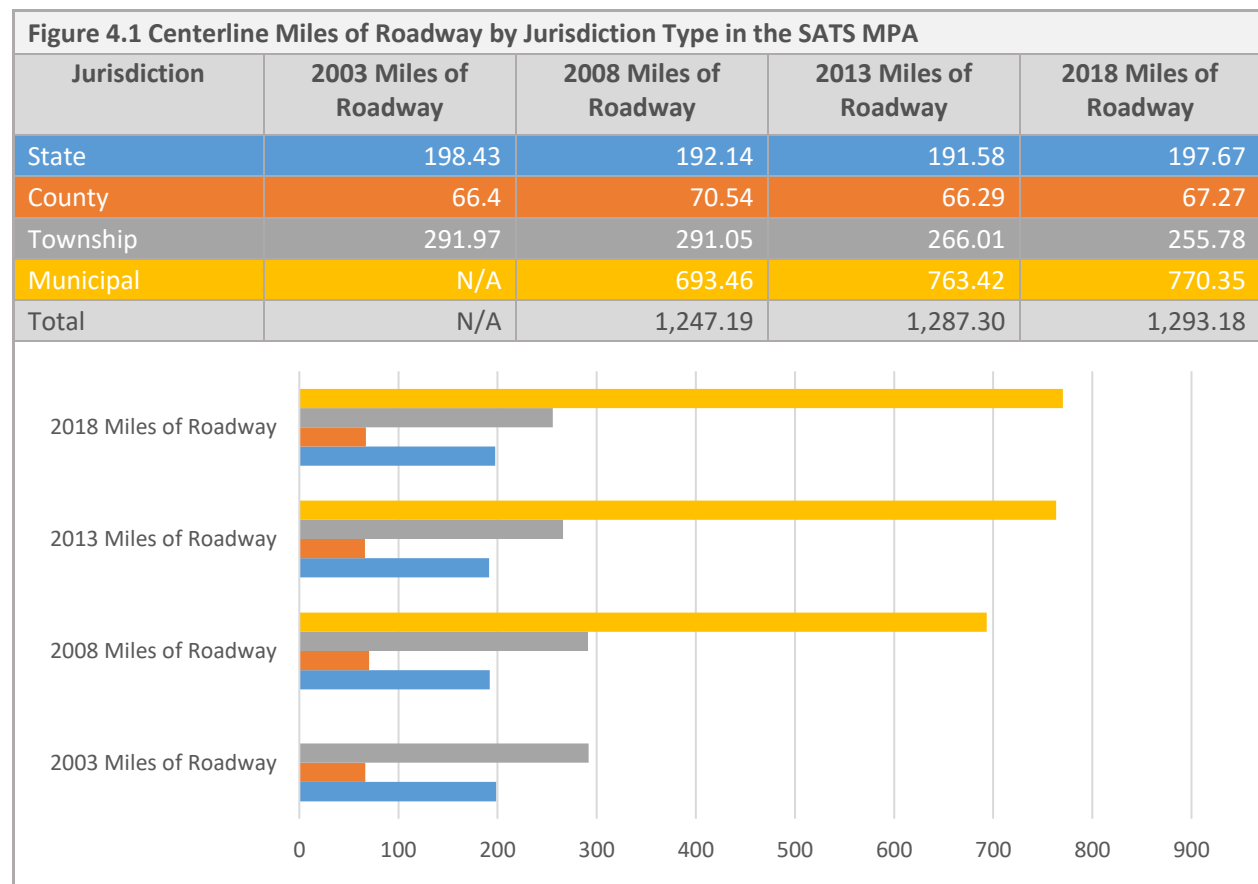
The MPA is served by nearly 1,300 miles of roadways serving a variety of purposes to get people and goods safely and efficiently to their destination. Map 4.1 depicts the configuration of major roadways within the SATS MPA including interstates, state highways, and other major arterials.



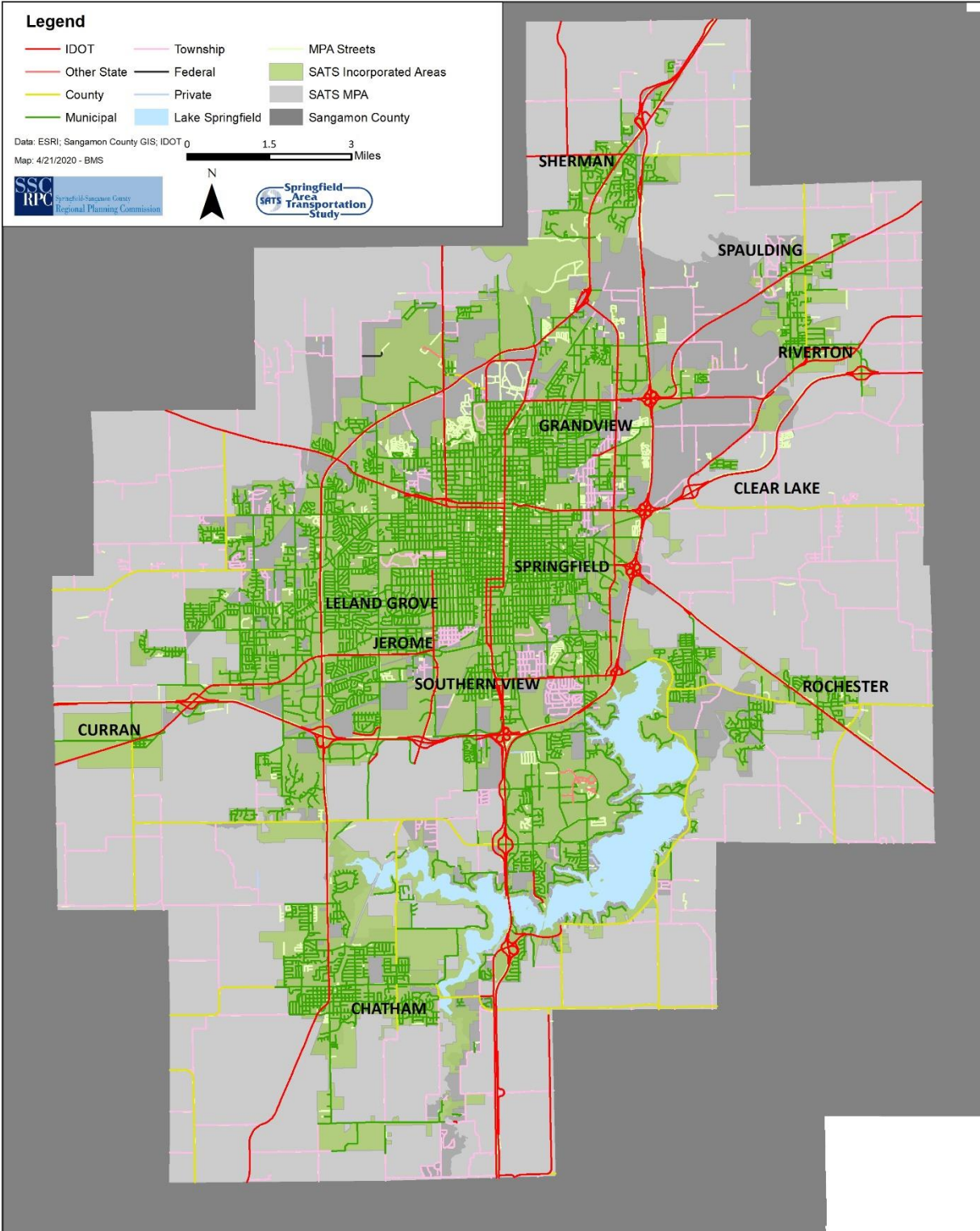
4.1 Road Jurisdiction

Roadways fall under various jurisdictions. It is the responsibility of each entity to fund any necessary or preventative repairs and maintenance. Roads bordering multiple jurisdictions generally share responsibilities. Stretches of a roadway may also be divided amongst the jurisdictions it crosses. Such instances are prime examples of the level of coordination necessary to engage all parties when planning road projects. Figure 4.1 below summarizes the total number of miles by jurisdiction type within the boundaries of the SATS MPA since February 2003, the year in which the current MPA boundaries were first established. Because data for the streets under municipal jurisdiction is unavailable for 2003, total centerline mileage is unavailable for that year. As of 2018, all examples of this in Sangamon County lie outside the MPA boundaries.

Between 2008 and 2018, a total of 46 miles have been added to the SATS MPA and are primarily the result of the City of Springfield and the Village of Chatham annexing newly built subdivisions with new roads as well as previously unincorporated areas being transferred from townships to municipalities upon annexation.



Map 4.2 Road Jurisdiction by Segment in the SATS MPA - 2018



4.2 Functional Classification

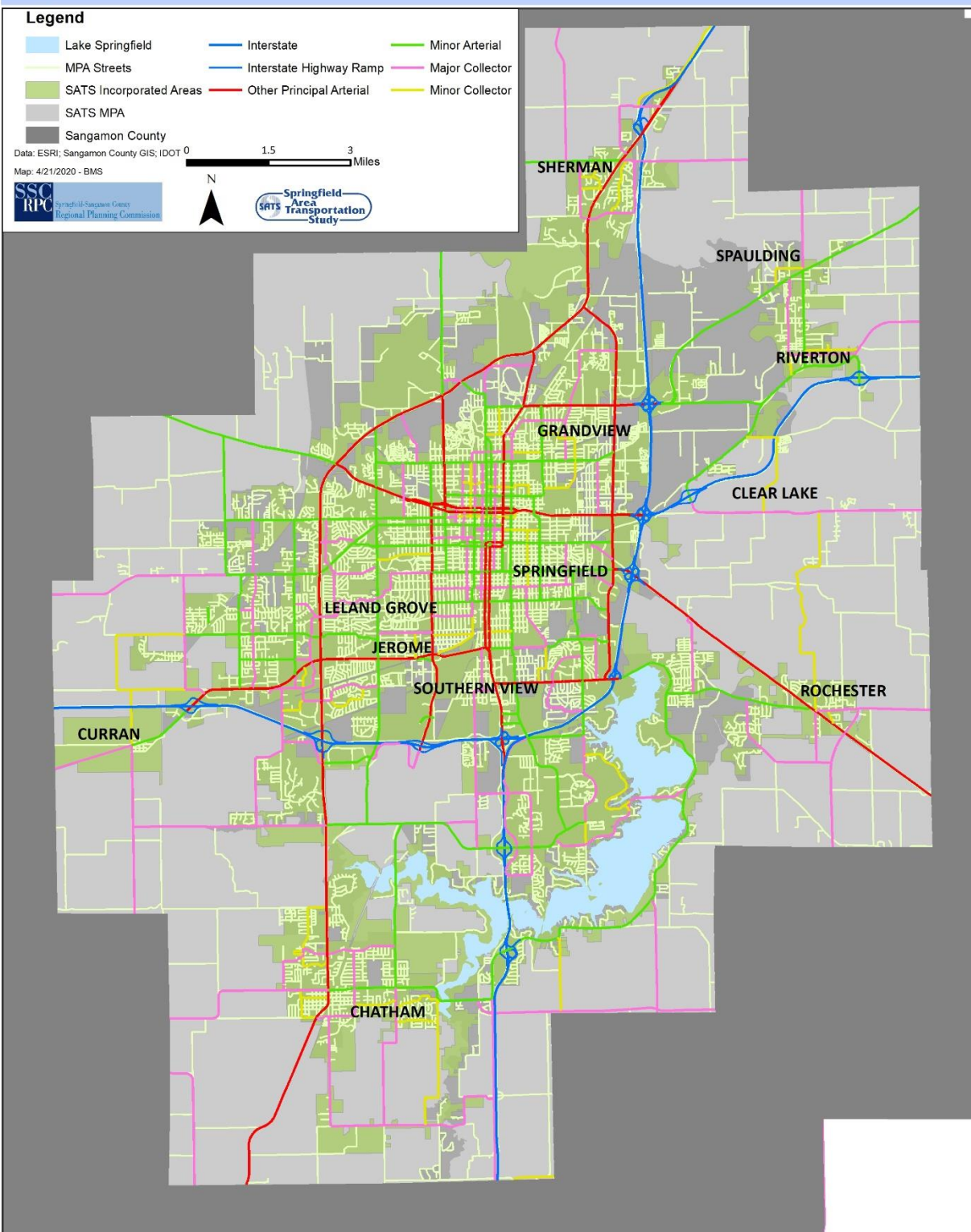
The road network connects people and places within and across borders. Roads are designed with particular objectives in mind ranging from long-distance personal and commercial travel to short trips from home to shopping centers. The functional classification of roadways defines the role each element of the network plays in serving these transportation needs as well as speed, capacity, and eligibility for federal funding. The classifications are as follows:

- Interstates are designed and constructed with mobility and long-distance travel in mind. These roads provide the highest level of mobility at the highest speeds over the longest uninterrupted distance.
- Principal arterials are designed to carry large volumes of traffic providing efficient travel from one point to another where access is controlled.
- Minor arterials carry moderate volumes of traffic with access to some traffic generators. These streets provide connections to principal arterials and local destinations from collector and local streets.
- Collector streets connect to arterial roads and provide land access and circulation within and between residential, commercial, and industrial areas. These roads are also divided into major and minor. Major collectors operate at higher speeds and with more signalized intersections while minor collectors operate at lower speeds with fewer signalized intersections.
- Local roads comprise the largest segment by functional classification and provide limited mobility by serving as the primary access to residential areas, businesses, farms, and other local areas.

Due to a series of 150 changes that were approved on September 30, 2015 following a countywide review of the entire network, the functional classification of a total of 88.6 miles of roadway changed. The purpose was to ensure that the functional classes of different highways fit together more logically. The changes included net decreases of 6.1 miles of other principal arterials (an eight percent decrease) and 35.4 miles of minor arterial roadways (a 22 percent decrease) within the MPA.

Figure 4.2 Streets in the SATS MPA by Functional Classification			Mobility Faster Travel
Functional Classification	# of Miles	%	
Interstate	38.32	3%	
Principal Arterial	73.75	6%	
Minor Arterial	125.4	10%	
Major Collector	147.51	12%	
Minor Collector	45.99	4%	
Local	822.27	66%	
Total	1,253.24	100%	Land Access Slower Travel

Map 4.3 Functional Classification of Roads in the SATS MPA: 2018



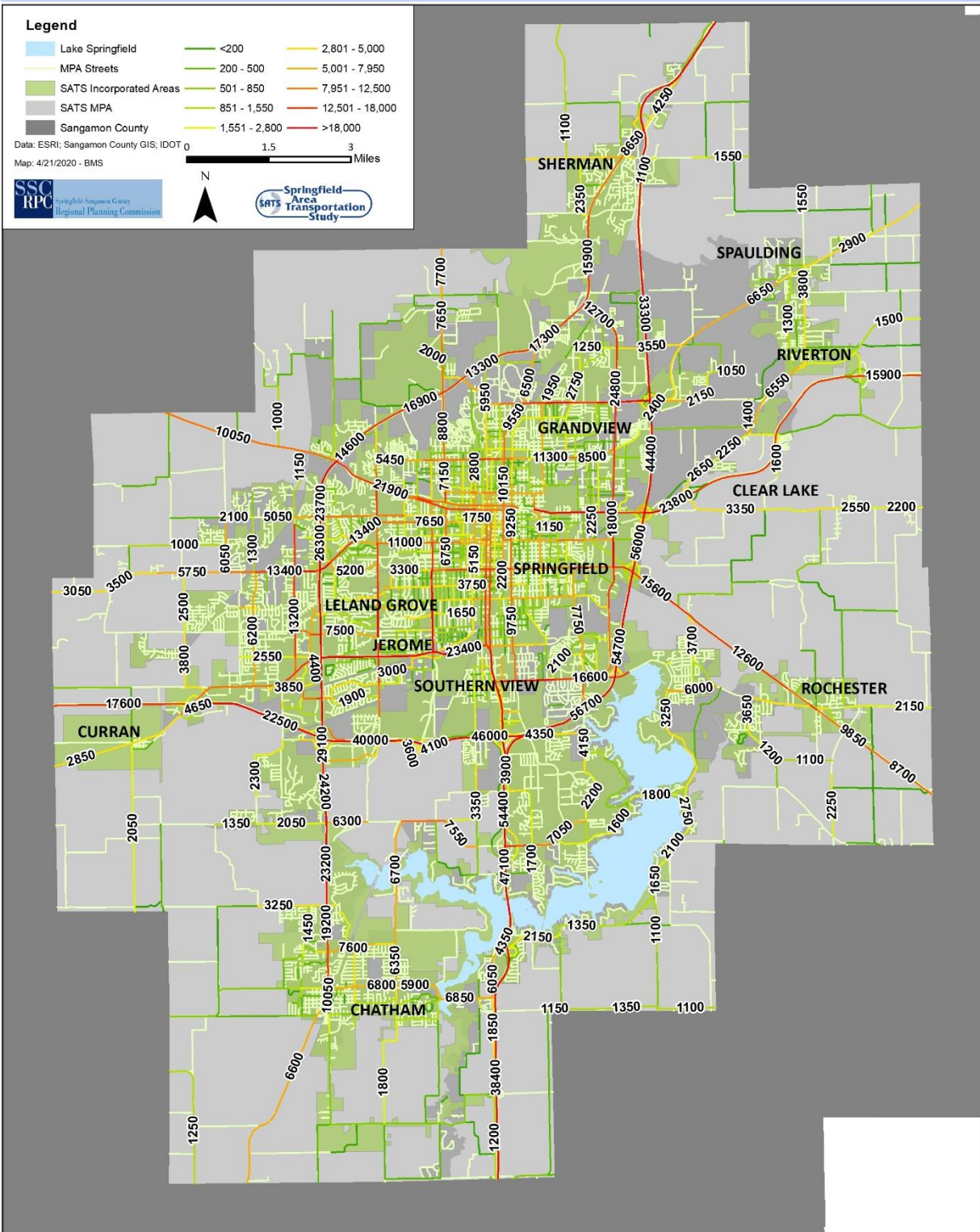
4.3 Average Annual Daily Traffic (AADT)

Average annual daily traffic (AADT) is a measurement of the total volume of traffic over a segment of the roadway for a year divided by 365 days. AADT is required for all functionally classified urban roadways, excluding minor collectors and local roads, and must be included in the Highway Performance Monitoring System (HPMS). The major purpose of AADT data is to support data-driven decision making in future transportation improvements, land use, and site selection.

Map 4.4 on the following page reveals many of the roads carrying the most traffic in the SATS MPA are not found in the innermost core, but rather at locations further out along Interstate highways and other major roads serving busy commercial nodes and corridors. The highest volume of traffic can be found on the shared segment of Interstates 55 and 72 near Lake Springfield. Outside these areas, traffic volumes decrease significantly as one moves toward more peripheral locations, even on major state and Interstate highways.



Map 4.4 Average Annual Daily Traffic (AADT) in the SATS MPA: Counts Taken 2015-2018



4.4 Truck Routes

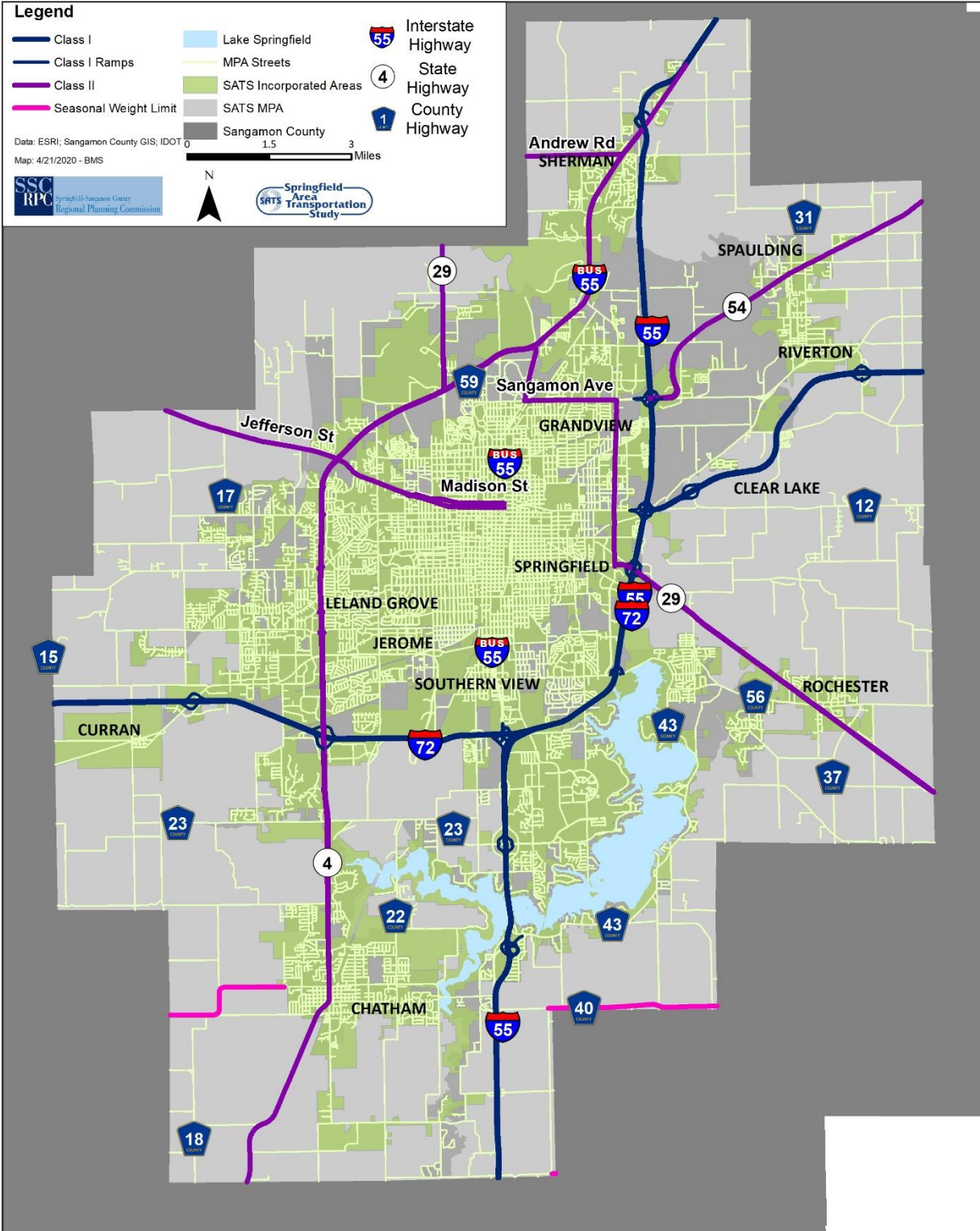
Truck routes (Map 4.5 on the following page) consist of roadways that have been designated to divert truck traffic away from population centers when possible. The number of truck route classifications were reduced by Public Act 101-0328 effective January 1, 2020. The Act addresses previous changes extending the permissible length of tractor semi-trailer vehicles to 65 feet overall on Class III and Local Preferred Truck Routes. The modifications

resulted in the elimination of Class III and Local Preferred truck routes. The current classifications (Figure 4.3) are:

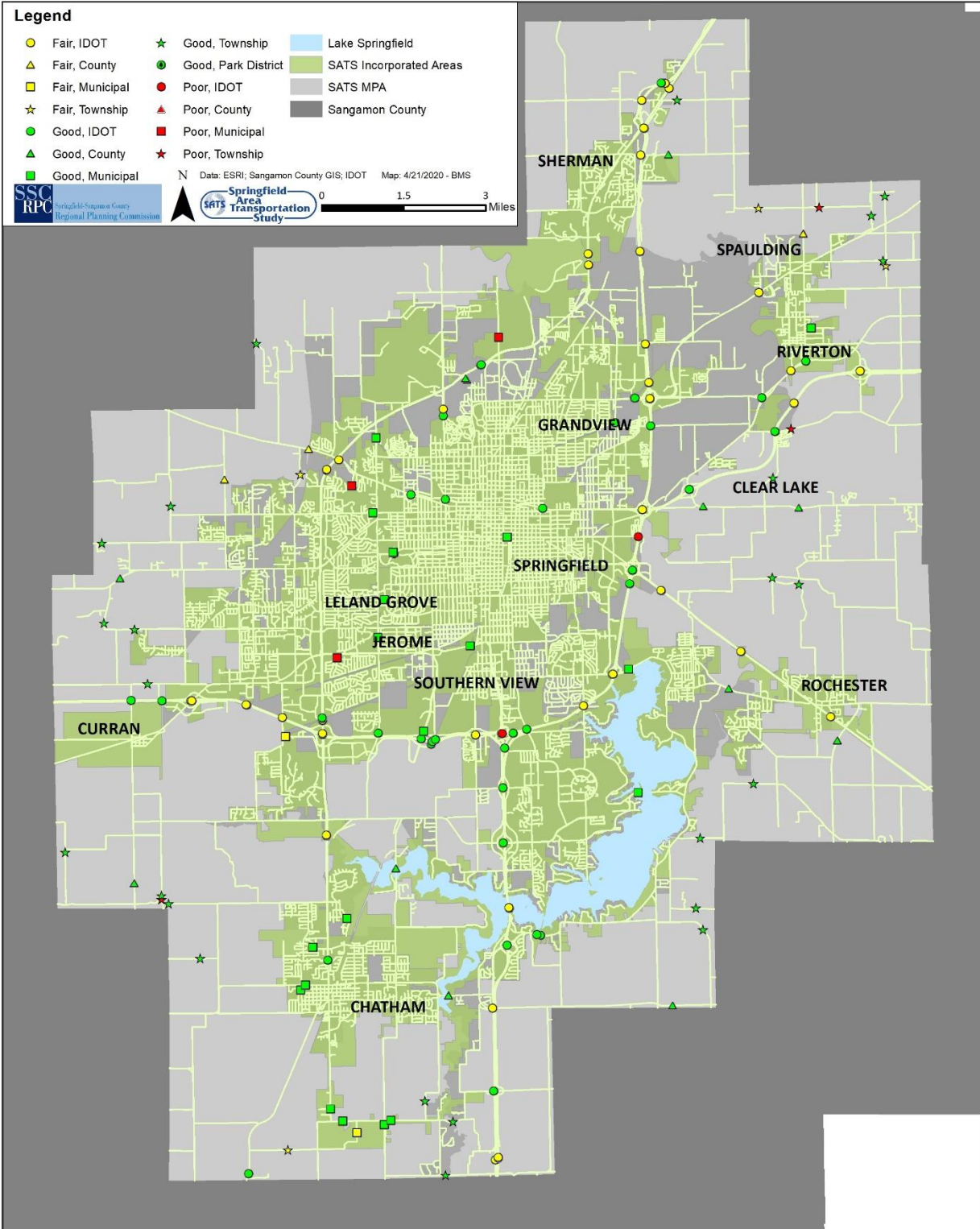
Figure 4.3 Truck Routes in the SATS MPA by Mileage		
Type of Route	Before 01/01/2020	On / After 01/01/2020
Class I	38.1	38.1
Class II	56.4	56.4
Class III	27.9	-
County Seasonal Routes	7.7	5.6
Local Preferred Routes	42.4	-
Total	172.5	100.1

- Class I highways are interstates, expressways, tollways, and other highways deemed appropriate. In the SATS MPA, the lengths of Interstates 55 and 72 comprise this category.
- Class II includes State highways and designated local roads with lanes at least 11 feet wide. Previously, Class II truck routes were under state jurisdiction, while all Class III routes were under local jurisdiction. The City of Springfield is currently working with IDOT to designate some of the City routes into Class II. As of April 1st, 2020, none of these routes have been added; all city signage showing designation of these routes will be removed. As a result, the current total of 56.4 miles of Class II truck routes may increase until further notice.
- Seasonal Routes, though not addressed in the Act, were reduced from 7.7 miles to 5.6 miles. The reduction is due to limit being lifted on 2.1 miles of Sherman/Andrew Road from Zimmerman Drive to the MPA boundary ¼ east of Guest Road.

Map 4.5 Truck Routes in the SATS MPA in 2018



Map 4.6 Bridges on All Roads in the SATS MPA by Condition and Jurisdiction, 2018



4.5 Bridges and Culverts

There are 168 bridges in the SATS MPA. These structures carry people, vehicles, and trains over roadway obstructions and interchanges and eliminate at grade intersections of rail and vehicular traffic. The majority, 57 percent, of these structures are under the jurisdiction of IDOT with the remaining being under Sangamon County or a municipal government. All bridges are inspected and categorized as “good,” “fair,” or “poor.” Figure 4.4 to the right provides a summary of bridge conditions. Map 4.6 on the following page indicates the location and jurisdiction of these structures.

Culverts are also classified as structures and inspected at regular intervals. Condition and location of all culverts in the SATS MPA was not available at this time.

4.6 Planned Road and Bridge Projects

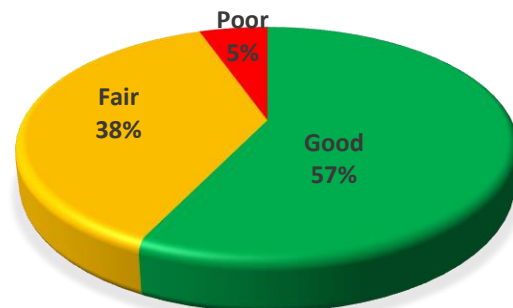
Ninety-two road projects totaling over 640 million dollars are planned over the next 25 years. Fifty-nine percent of the projects are scheduled to begin within the next five years, followed by intermediate projects (35 percent) and short term (six percent). The projects may be categorized as one or more of the following type of projects:

- **Maintenance – 20 projects**
In addition to the annual programs of the jurisdictions using local funds, many projects have been listed that will result in the improvement of existing roadways through overlay, resurfacing, patching of roads throughout the SATS MPA.
- **Reconstruction – 35 projects**
These projects include the widening of existing roadways or the addition of free-flow traffic and turn lanes. IDOT will be sponsoring projects major along I 55 from Sangamon Avenue to Veterans Parkway, segments of I 55 Business, and IL 97 west of Springfield. The remaining projects include sections of Archer Elevator Road, Bradfordton Road, Dirksen Parkway, Chatham Road and Bruns Lane, Hedley Road, Hilltop Road, and Koke Mill Road.
I-55: Southwind Drive to N of IL 54/ Sangamon Ave and I 72: IL 4 (Veterans Parkway) to I-55
- **New construction of roadways – Eight projects**
The completion of these projects will complete missing links or provide a more efficient means of traveling between communities. Portions of Greenbriar Road will be constructed to provide continuous travel from Koke Mill Road to Bradfordton Road. MacArthur Boulevard will be extended from Woodside Road to I 72. Bradfordton Road will extend south from Polecat Road near Chatham to IL 4. Cardinal Hill Road is set to connect Rochester to Riverton from Buckhart Road to I 72. Bradfordton Road: Polecat Creek Road to IL 4. Private developers will be responsible for the construction of segments of Hedley and Mathers Roads.
- **Intersection improvements - Nine projects**

Figure 4.4 Bridge Conditions in the MPA

Condition	# of Structures	# of Structures
Good	96	57%
Fair	63	38%
Poor	9	5%
Total	168	100%

Source: IDOT



Intersection improvements are scheduled along Interstate 55 Business from Stevenson Drive to I 72, Lawrence Avenue at MacArthur Boulevard and Walnut Street, West White Oaks Drive, and Hedley Road, Sangamon Avenue and Dirksen Parkway, and IL 54 and Main Street in Spaulding.

- Traffic signal - 14 projects

All but one of the traffic signal repair, replacement or modernization projects will take place throughout the City of Springfield, although the majority will be in the downtown area. IDOT will replace signals as part of the work on MacArthur Boulevard from Stanford to South Grand and on IL 54 at Main in Spaulding and Bissell.

- Special projects – Five projects

Five unique projects have been planned that do not fall into the other categories. Sangamon County will install safety lighting at the intersection of Mechanicsburg – Illiopolis Blacktop and Mt. Auburn Road. The City of Springfield's projects are also safety-related. Three involve traffic calming designs that are intended to slow down traffic to a more suitable speed for the area they are serving. Walnut Street will undergo a road diet where the width or number of traffic lanes is reduced. Conversion of one to two-way streets will be conducted in two phases, beginning with Fourth and Adams Streets. The fourth project will be the addition of school zone safety enhancements.

Although it is only necessary to report projects receiving federal funding or of regional significance, both Sangamon County and the City of Springfield report annual road programs with total expenditures of over 12 million dollars annually. The programs include preliminary engineering, traffic signal maintenance, and roadway improvements including patching, overlay, curb, and gutter and striping.

Twenty-seven of 33 bridge structures (82 percent) affected by a project in the LRTP with a known condition are rated either “poor” or “fair.” Structures in “good” condition that have planned improvements occur along segments of roadways pending reconstruction. Planned bridge and culvert projects account for over 618 million dollars in construction and repairs in the greater Springfield metropolitan planning area.

Figure 4.5 Planned Road and Bridge Projects List

Map #	Project Description	Type of Improvement	Jurisdiction
Short Term Projects - Committed (2020-2024)			
5	11th Street and Ash Street	Traffic signal removal and replacement	Springfield
6	11th Street and Laurel Street	Traffic signal removal and replacement	Springfield
8	8th Street bridge at Spring Creek .3 miles north of Veteran's Parkway	Bridge replacement	Springfield
		Construction engineering	
N/A	Annual Pavement Management System	Preliminary engineering	County
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield
N/A	Annual Street & Road Maintenance Program	Oil & chip seal; crack seal; concrete patch; asphalt patch; brick patch; salt	Springfield
N/A	Annual Traffic Maintenance Program	Signal maintenance; striping	Springfield
10	Archer Elevator Road: Yucan to Fielding & Rotary Park to Greenbriar	Construct urban three-lane road with bike lanes and sidewalks	Springfield

N/A	Black Diamond Road (CH 28) Bridge: structures south of Pawnee #084-0300 1.4 miles north of Divernon Road and #84-3034 .5 mile south of Divernon Road	Bridge replacement	County
11	Bradfordton Road (CH 17): Pajim Lane to Old Jacksonville Road	Additional lanes	County
12	Bradfordton Road (CH 17): Washington Street to Pajim Lane	Reconstruction	County
N/A	Brittin Road: North of Andrew Road	Culvert replacement	County
13	Browning Road Bridge (CH 59): at Spring Creek	Bridge replacement	County
N/A	Burnstine Road - east of Smith Road	Bridge replacement	County
14	Cardinal Hill Road (CH 37): 1.2 miles south of IL 29 to .3 mile north of St. Hilaire Road and New City Road to Christian County Line	Cold in-place recycling, cape seal	County
15	Cardinal Hill Road (CH 37): FAS 627 from 1.5 miles north of IL 104 to CH 40	Construction	County
N/A	Cardinal Hill Road: 1.5 miles north of CH 40 (New City Road)	Deck replacement	County
N/A	CH 12: pavement management	Construction	County
N/A	CH 15, 37, 43: pavement management	Construction	County
N/A	CH 8: pavement management	Construction	County
16	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	MFT Overlay, ADA improvements	Springfield, Leland Grove
17	Churchill Road Bridge - over the Old Jacksonville branch, south of Jefferson Street	Bridge replacement Construction engineering	Springfield
18	Cockrell Lane: Ogden to Great Northern	PE - overlay and widening, sidewalks, bike lanes	Springfield
19	Dirksen Parkway: Peoria Road to north of Northfield Drive	Designed overlay, ADA improvements	IDOT - District 6
20	Dirksen Parkway: Stevenson Drive to South Grand Avenue in Springfield	Designed overlay, ADA improvements	IDOT - District 6
N/A	Downtown signal modernization project - Phase 1	Conversion of 4th and Adams Streets to two way, upgrading signals, including APS, new ATCMS system	Springfield

22	Drawbridge Road Bridge - over the Old Jacksonville branch, south of Wabash Avenue	Construction engineering	Springfield
		Bridge replacement	
23	East Lake Shore Dr. (west of Hunt Road to 0.6 miles north of Chatham Road)	Standard overlay resurfacing	IDOT - District 6
24	Enterprise Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield
25	Greenbriar Drive: Lenhart Road to Bradfordton Road	New construction, sidewalks	Private Developer
26	Greenbriar Drive: West Road to Koke Mill Road	New construction, sidewalks	Private Developer
27	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (widening, intersection reconstruction)	Springfield
		Designed overlay, widening existing pavement, shared-use path, intersection improvements at West White Oaks and Hedley, and West White Oaks on the south side of Wabash	
28	Hedley Road: Lenhart Road to Archer Elevator Road	New construction	Private Developer
29	Hilltop Road: IL 29 to Rochester Road	Reconstruction, add 2 lanes, sidewalks	Springfield
30	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: .1 mile north of Stevenson Drive to .1 mile north of Stanford Avenue	Additional lanes	IDOT - District 6
		Construction engineering	
		Land acquisition	
		Reconstruction, intersection improvement, turning lanes, sidewalks	
		Utility adjustment	
31	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: 5th Street: Spruce to north of Stanford Avenue; 6th Street: north of Stanford Avenue to Myrtle Street	Designed overlay, ADA improvements	IDOT - District 6
32	I-55 BUS, 6th Street, Stevenson Drive: I-72 to .1 mile north of Stevenson Drive	Additional lanes, turning lanes	IDOT - District 6
		Construction engineering	
		Land acquisition	
		Reconstruction, intersection improvement, turning lanes, sidewalks	
		Utility adjustment	
33	I-55, I-72, US 36: Under Cook Street	Bridge new deck	IDOT - District 6
34	I-55, I-72, US 36: Under West Lake Shore Drive	Bridge new deck	IDOT - District 6

35	I-55: .5 mile north of IL 54/Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville	Land acquisition	IDOT - District 6
		PE II (Phase II)	
		Utility adjustment	
36	I-55: Lake Springfield Bridge to 0.2 miles north of Southwind Road; I-72: Farmingdale Road to the west of Old Chatham Road; 0.4 miles east of I-55 north to 0.5 miles east of Overpass Road (inside Springfield MPO)	Crack & joint sealing	IDOT - District 6
37	I-55: north of Glenarm Interchange to 0.2 miles south of Lake Springfield Bridge	Standard overlay resurfacing, bridge repair, bridge joint replace/repair, slopedwall repair	IDOT - District 6
38	I-55: over Illinois Central RR south of Springfield	Bridge new deck	IDOT - District 6
39	I-55: Sangamon River bridges 2.3 miles north of Springfield	Bridge deck overlay	IDOT - District 6
40	I-55: under Bissell Road	Bridge new deck	IDOT - District 6
N/A	I-55: various structures in the Springfield MPO area	Bridge painting	IDOT - District 6
41	I-72 over Wabash Avenue & Norfolk Southern RR 1.2 miles east of the Wabash Ave. Interchange	New bridge deck, bridge repair, bridge approach roadway, slopedwall repair	IDOT - District 6
42	IL 29, Dirksen Parkway: .2 mile south of Clear Lake Avenue to .1 mile south of South Grand Avenue	Designed overlay	IDOT - District 6
43	IL 29, Sangamon Avenue (at Dirksen Parkway in Springfield)	Intersection reconstruction, left-turn lanes	IDOT - District 6
		Land acquisition	
		PE I, PE II, for intersection reconstruction	
		Utility adjustment	
44	IL 29: .1 mile south of Cardinal Hill Road to 0.4 miles south of Braner Road south of Rochester	Experimental preservation - (thin overlay), grinding, fog seal	IDOT - District 6
45	IL 54: at Main Street in Spaulding	Land acquisition	IDOT - District 6
46	IL 97, IL 125: .5 mile west of IL 97/125 junction to Covered Bridge Road	Additional lanes, bridge (new)	IDOT - District 6
		Archaeological survey	
		Construction engineering	
		Land acquisition	
		Reconstruction, bridge replacement, intersection reconstruction, bridge (new)	
		Utility adjustment	

47	IL 97, Jefferson Street: Covered Bridge Road to .1 mile west of IL 4	Additional lanes	IDOT - District 6
		Archaeological survey	
		Construction engineering	
		Land acquisition	
		Reconstruction, bridge removal/demolition, pedestrian overpass	
		Utility adjustment	
N/A	Irwin Bridge Road - east of Smith Road	Bridge replacement	County
50	Koke Mill Road - Old Jacksonville Road to Washington Street	PE, overlay and widening, sidewalks, bike lanes	Springfield
51	Lawrence Avenue Intersections: at MacArthur Boulevard and Walnut Street	Intersection improvements including adding a left turn lane, widening, sidewalk and ADA improvements, and traffic signal upgrades	Springfield
52	Lenhart Road: Iles Avenue to Bunker Hill Road	Cold in-place recycling with overlay, add lane, bike lanes, sidewalks	Springfield, Private Developer
N/A	Lynn Road: at Thompson Road	Culvert replacement	County
53	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Land acquisition	IDOT - District 6
		PE I, PE II, for reconstruction	IDOT - District 6
		Utility adjustment	IDOT - District 6
N/A	McQueen Road: north of Booth Road	Bridge replacement	County
55	Mechanicsburg Road (CH 12): I-72 Ramp (eastbound) to west of Sangamon River Bridge	Reconstruction	County
N/A	Mechanicsburg-Illiopolis at Mt. Auburn Road: intersection of CH 33 and CH 57	Safety lighting	County
57	New traffic signals: Koke Mill Road and Greenbriar Drive intersection	New traffic signals at the intersection of Koke Mill Road and Greenbriar Drive, including fiber optic interconnect	Springfield
59	Oak Crest Road -east of Overpass Road	Culvert replacement	County
60	Oak Crest Road over Sangamon River - bridge over Sangamon River with approach work	Major bridge replacement	County
61	Old Jacksonville Road: east of McKibben Lane to .2 mile east of Bradfordton Road; Bradfordton Road: north of Old Jacksonville Road to .1 mile south	Additional lanes	County

62	Old Jacksonville Road: existing Bradfordton Road to proposed Bradfordton Road	Widening to 5 lanes, reconstruction, construction engineering	County
N/A	Salisbury Road: .05 mile west of Richland Road	Culvert extension	County
N/A	Sangamon-Morgan County Line Road: south of St. Mary's Road: bridge replacement	Bridge replacement	County
69	Stanford Avenue (CH 20): 11th Street to Fox Bridge Road	Designed overlay, widening existing pavement, bikeway, sidewalks	Springfield
70	Stevenson Drive: .1 mile east of I-55 BUS (6th Street) to Spaulding Bridge .3 mile east of I-55; Dirksen Parkway: Stevenson Drive to .1 mile north	Designed overlay, ADA improvements, sidewalks	IDOT - District 6
N/A	Various locations in Sangamon County	Cold in-place recycling	County
71	Walnut Street: Capitol Avenue to South Grand Avenue	Construction of road diet and traffic signal modernization, flashing left-turn arrows	Springfield
72	Walnut Street: Park Avenue to Meadow View Lane	Preliminary engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham
		Construction and construction engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations	
N/A	West Logan County Line Road: .25 mile east of Petefish Road	Culvert replacement	County
73	Woodside Road (CH 23): .2 mile east of Old Chatham Road to MacArthur Boulevard Extension; Iron Bridge Road (CH 22): Union Pacific RR overpass to Woodside Road .4 mile south	Paving, widening and resurfacing	County

Intermediate Term Projects - Planned (2025-2034)

1	9th Street/Peoria Road (BL 55): Converse Avenue to Sangamon Avenue	Reconstruction, widening, land acquisition, utility adjustment, PE, sidewalks	IDOT - District 6
2	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, sidewalks	Springfield, Private Developer
3	Alpha Road: Curran Road to IL 4	Reconstruction, grading, paving, new culvert, drainage	IDOT - District 6
N/A	Annual Sidewalk Maintenance Program	Replace/construct PCC sidewalks & sidewalk Ramps	Springfield

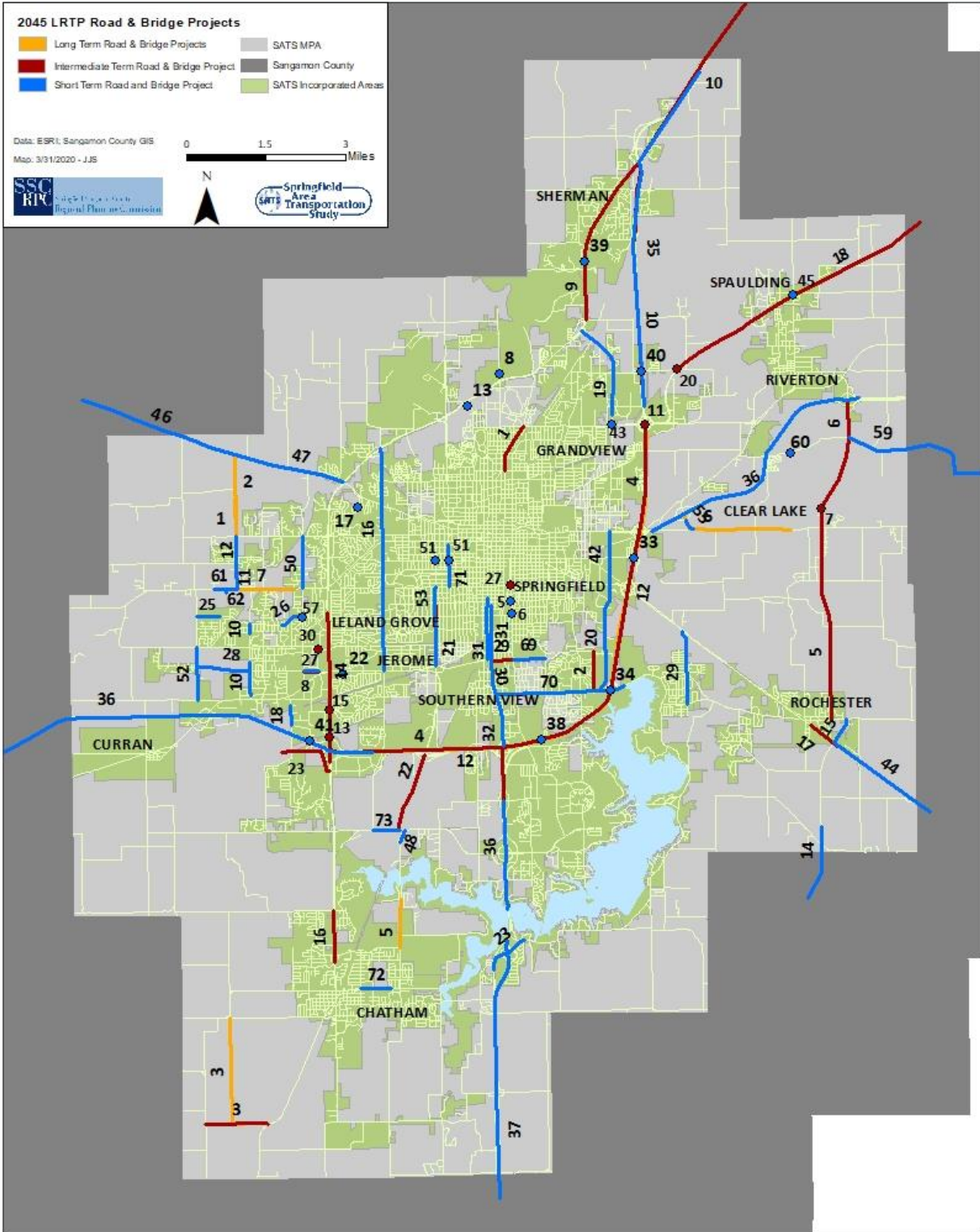
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield
N/A	Annual Street & Road Maintenance Program	Oil & chip seal; crack seal; concrete patch; asphalt patch; brick patch; salt	Springfield
N/A	Cantrall Creek Road: Menard County Line to IL 29	Widening, reconstruction, construction engineering, wide shoulders	County
5	Cardinal Hill Road: Mechanicsburg Road to Buckhart Road	New construction (2 lanes), wide shoulders	County
6	Cardinal Hill Road: I-72 to Mechanicsburg Road	New construction (2 lanes), wide shoulders	County
7	Cardinal Hill Road: Sangamon River	Bridge construction, construction engineering	County
N/A	Downtown signal modernization - Phase 3	Complete downtown signal modernizations	Springfield
N/A	Downtown signal modernization - Phase 2	Selective two-way street conversion, including signal modernizations, striping, and signage	Springfield
8	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & resurface, bike lanes, sidewalks, intersection reconstruction at West White Oaks Drive	Springfield
9	I-55 BUS: .2 mile north of Dirksen Parkway to .3 mile north of Andrew Road	Designed overlay	IDOT - District 6
10	I-55: .5 mile north of IL 54/Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville	Additional lanes and bridge widening Construction engineering Reconstruction, bridge new deck and bridge replacement	IDOT - District 6
11	I-55: over IL 54 and Sangamon Avenue	Bridge deck overlay	IDOT - District 6
12	I-55: Southwind Drive to north of IL 54/Sangamon Avenue and I-72: IL 4 (Veterans Parkway) to I-55	PE II six-lane study	IDOT - District 6
13	IL 4 (Southbound): over Norfolk Southern RR and Gateway West RR .1 mile north of I-72 Interchange	Bridge deck overlay	IDOT - District 6
14	IL 4 (Veterans Parkway): .2 mile north of Greenbriar Drive to south of Prairie Crossing Drive in Springfield	Designed overlay	IDOT - District 6
15	IL 4 (Veterans Parkway): at Lindbergh Boulevard	Left turn lanes, sidewalks	IDOT - District 6
16	IL 4: .2 mile north of Mansion Road to north of Teal Drive in Chatham	Designed overlay, ADA improvements	IDOT - District 6

17	IL 29: .2 mile southeast of Johns Street to .2 mile south of Cardinal Hill Road	Designed overlay, ADA improvements	IDOT - District 6
18	IL 54: .1 mile west of Prairie School Road to north of Bissell Road	Designed overlay, ADA improvements	IDOT - District 6
20	IL 54: at Bissell Road	Left turn lanes, traffic signal installation, railroad interconnect, land acquisition, utility adjustment, lighting	IDOT - District 6
N/A	Level of service and synchronization enhancements	Traffic data collection, study, and implementation of timing patterns and plans for corridor level of service improvements	Springfield
21	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Construction engineering	IDOT - District 6
		Reconstruction, traffic signal replacement, ADA improvements	
22	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-lane construction (no grade separations included)	County
23	Mathers Road: Veterans Parkway to Mercantile Drive	New construction	Private Developer
N/A	School zone safety enhancements	Enhanced signage, signal, and markings	Springfield
27	South Grand and 11th Street	Signal modernization project to improve intersection safety	Springfield
29	Stanford Avenue: 6th Street to 11th Street	Overlay, widening, bike lanes, sidewalks	Springfield
N/A	Traffic and pedestrian signal modernizations	Upgrades and enhancements to existing traffic signal and pedestrian signals and infrastructure	Springfield
N/A	Traffic signal fiber optic loop expansion	Fiber optic project and cabinet/controller upgrades	Springfield
30	West White Oaks Drive and Iles Avenue	Signal modernization project to upgrade traffic signals and improve level of service	Springfield

Long Term Projects - Planned (2035-2045)			
1	Bradfordton Road: approximately 1 mile south of IL 97	Bridge widening, construction engineering (structure # 084-3419)	County
2	Bradfordton Road: Jefferson Street to Washington Street	Widen (add 1 lane), wide shoulders	County
3	Bradfordton Road: Polecat Creek Road to IL 4	New construction (3 lanes), wide shoulders	County
4	I-55: Southwind Drive to N of IL 54/ Sangamon Ave and I-72: IL 4 (Veterans Parkway) to I-55	Additional lanes, reconstruction, interchange reconstruction, bridge replacement	IDOT - District 6
5	Iron Bridge Road: proposed Iron Bridge Road to Plummer Boulevard	Construction, construction engineering, wide shoulders	County
6	Mechanicsburg Road (CH 12): I-72 to Sangamon River	Construction, construction engineering, wide shoulders	County
7	Old Jacksonville Road: west of Pine Creek Drive to Bradfordton Road	Reconstruct 2 lanes, add 2 lanes, sidewalks	County, Private Developer



Map 4.7: LRTP 2045 Road & Bridge Projects

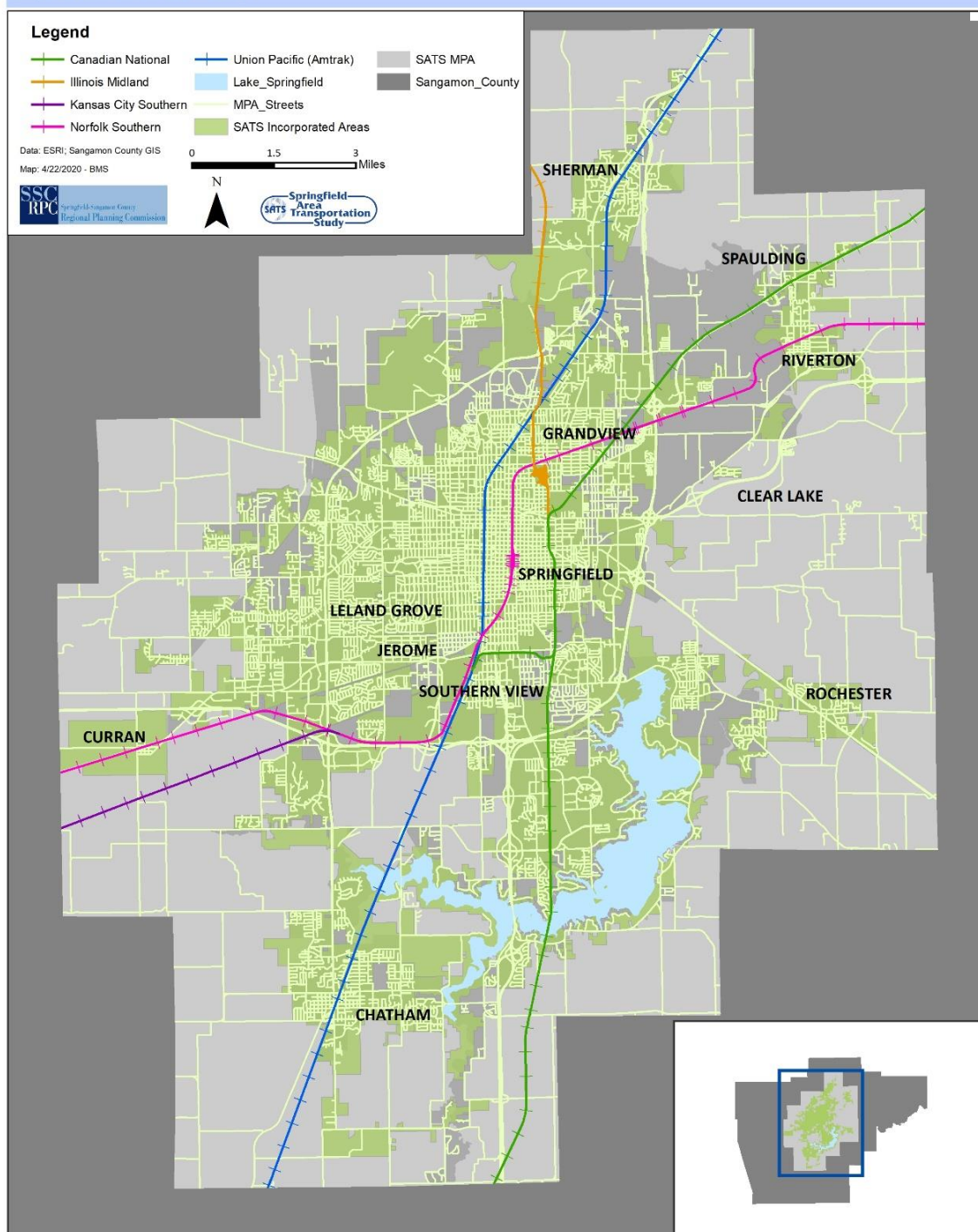




5.0 The Rail Network

Unlike facilities for other modes of transportation the rail network is privately owned and maintained and transports both freight and passengers in a safe, cost-effective, and environmentally sound manner. The MPA's central location, both within the United States and between the major cities of Chicago and St. Louis, makes it an important corridor for both freight and passenger rail.

Map 5.1 Rail Lines in the MPA



5.1 Rail Freight

Approximately 110 miles of tracks traverse the MPA, operated by four Class I, nationwide rail carriers and one Class III, or short line:

- The Canadian National Illinois Central (CN/IC) rail network extends from Chicago to the gulf ports of New Orleans, Louisiana, and Mobile, Alabama. The Class I railroad also stretches westward to Sioux City, Iowa, and Omaha, Nebraska. The Canadian National maintains a rail yard in northeast Springfield near Ninth Street and East Clear Lake Avenue.
- The Kansas City Southern (KCS) is the smallest of the Class I railroads serving central and south-central United States. It provides service from Springfield to Kansas City and points south along the Gulf into Mexico.
- The Norfolk Southern (NS) is a Class I railroad with extensive intermodal connections throughout mostly the eastern United States. The railway links customers in the Springfield area to all major eastern container ports and West Coast rail partners providing access to markets around the world. NS maintains a rail yard east of 11th Street between Cook Street and South Grand Avenue.
- Union Pacific (UP) Railroad is the largest railroad network in the United States. The rail's main line tracks cover most of the central and western United States and extend from Chicago to St. Louis through Illinois. UP maintains a rail yard north of Sangamon Avenue.
- The Illinois & Midland (IM) Railroad operates a short-line railway serving Peoria, Springfield, and Taylorville. It operates freight services on 120 miles of track. Connections are made with UP, KCS, and NS. IM maintains a rail yard in Springfield south of North Grand Avenue between 15th Street and 19th Street.

According to IDOT's 2017 Illinois State Freight Plan, the top three commodities by tonnage being shipped by rail in Illinois in 2014 were coal, mixed freight, and basic chemicals. The top three goods transported by value were mixed freight, motorized vehicles, and chemical products.

The future of coal is the most uncertain of these commodities. In August of 2019, Moody's Investor Service downgraded its outlook for the North American coal industry from stable to negative, largely as a result of declining demand on the international market and the shift to natural gas and renewable energy in the United States. In 2019, five local coal-operated power plants closed in Canton, Coffeen, Havana, Hennepin, and Hollis. The City of Springfield will retire one of City Water, Light, and

RAILROAD CLASSIFICATIONS

Railroads with tracking in the United States are classified based upon their annual operating revenues which are periodically updated to account for inflation. The three classes are:

Class I - \$447,621,226 or more.

Class II – Less than \$447,621,226, but more than \$35,809,698,

Class III - \$35,809,698 or less.

Out of more than 600 freight railroads operating in the United States, six are classified as Class I freight. Nationwide, these companies account for 88 percent of employees and 94 percent of revenue in 2017. Class I lines each operate thousands of miles of tracks across multiple states.

Class II rail carriers operate on a regional level, while Class III carriers operate on a local, or short line basis.

Power's units no later than February 28, 2022, further decreasing the need for coal in the area.

Basic chemical production has increased two to four percent over the last few years largely due to global economic growth, but may slow as the shift of the chemical industry's center from Western to Asian markets is expected. Environmental concerns will also play a part as plastics have created a serious waste problem that is anticipated to impact growth in the chemical industry in future years.

The demand for motor vehicles is expected to level off over the next several years with a possibility for a slight decrease due to expensive investments in technologies, tightening requirements for emissions, pressure from trade wars, and slowing economic growth.

Mixed freight has the most potential in regards to future growth, due to the centralized location in the nation and proximity to major retail and distribution centers. The imposition of tariffs on consumer goods, however, has forced some companies to reorganize their supply chains to avoid tariffs while some multinational businesses are relocating operations from China to other countries.

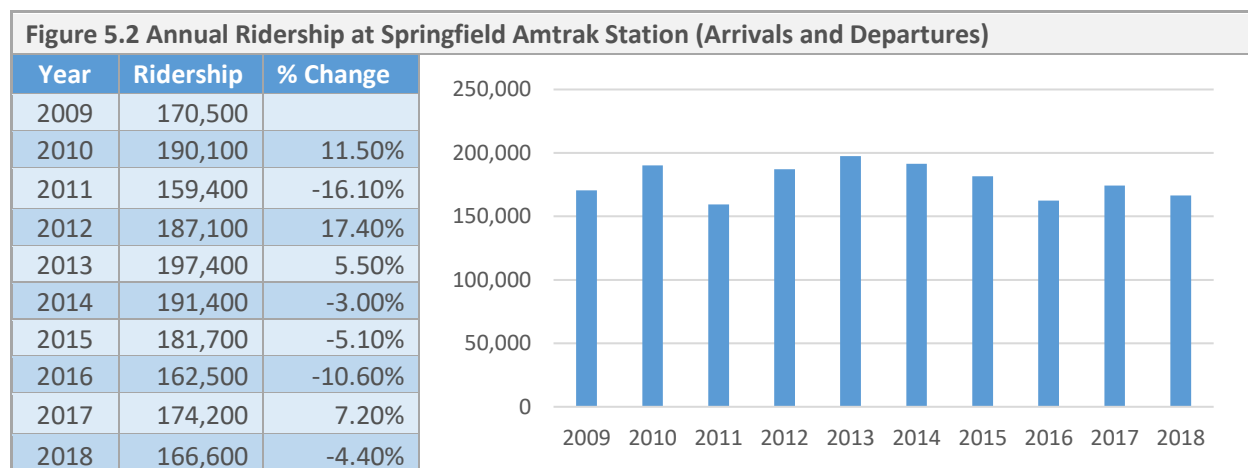
5.2 Passenger Rail Service

Amtrak offers direct passenger rail services on the Union Pacific tracks along the Chicago to St. Louis corridor seven days a week as shown in Figure 5.1 to the right. Five trains operate daily: the *Lincoln Service*, supported by IDOT, runs four trains each direction between Chicago and St. Louis and the *Texas Eagle* runs one train each direction between Chicago and San Antonio, Texas. Service continues three days per week past San Antonio to Los Angeles. Trains from Springfield going beyond San Antonio depart Sunday, Tuesday, and Friday, and return Monday, Wednesday, and Saturday.

Figure 5.1 Amtrak Schedule

Train	Direction	Departs Springfield	Arrives Destination
300	North-bound (To Chicago)	6:32 AM	10:00 AM
302		8:37 AM	12:20 PM
22		9:55 AM	1:52 PM
304		4:56 PM	8:40 PM
306		7:32 PM	11:10 PM
301	South-bound (To St. Louis)	10:15 AM	12:20 PM
303		12:50 PM	3:00 PM
21		5:14 PM	7:21 PM
307		10:24 PM	12:30 AM

Figure 5.2 below depicts the number of passengers boarding and alighting at the station on Third Street in downtown Springfield. The number of passengers traveling on Amtrak through the Springfield station remained roughly the same from 2009 to 2018 (a decrease of 2.3%), but with some notable year-to-year variance. The significant increase occurred in 2012 following a similarly large decrease in 2011. This was primarily due to construction along the rail corridor requiring passengers to take buses around these areas. The largest decrease took place in 2016; ridership recovery did not begin until 2017, likely due to construction supporting the Illinois High Speed Rail project (www.idothsr.org) along the Chicago to St. Louis corridor in 2015 and 2016.



5.3 Current Rail Projects

The rail network has undergone significant changes in the last five years due to two large-scale efforts, the Springfield Rail Improvements Project and the Illinois High Speed Rail Chicago to St. Louis Project. These projects will increase safety, ease traffic congestion, improve livability, and encourage development.

5.3.1 The Illinois High Speed Rail Chicago to St. Louis Project



Vehicular and pedestrian crossing gates on Fifth Street in Springfield.

The Passenger Rail Investment and Improvement Act of 2008 established the initial framework for the development of high-speed rail corridors to reduce travel time, increase reliability, and improve safety to make rail transportation a more competitive option. According to the website www.idothsr.org, more than 90 percent of over 35 million corridor trips have origins or destinations in Chicago or St. Louis. Following earlier track reconstruction and upgrades, a 2012 Record of Decision from the Federal Railroad Administration (FRA) approved a program to expand high-speed service and increase frequencies along the entire Chicago to St. Louis corridor.

Construction on the MPA portion of the corridor began in 2015 and concluded in 2018. It included the installation of vehicular and pedestrian gates, underpass rehabilitation, crossing closures, and fencing along the Third Street Corridor. At this time, three projects remain before trains will be allowed to travel 90 to 110 miles per hour. The installation and testing of positive train control (PTC) along the corridor is expected to be completed in 2020. PTC is an advanced safety system that automatically stops trains by communicating conditions at crossings with the approaching trains. The remaining two projects consist of an overpass at Iron Bridge Road and underpass at Woodside Road, anticipated to break ground in 2020 and 2021, respectively.

5.3.2 The Springfield Rail Improvements Project

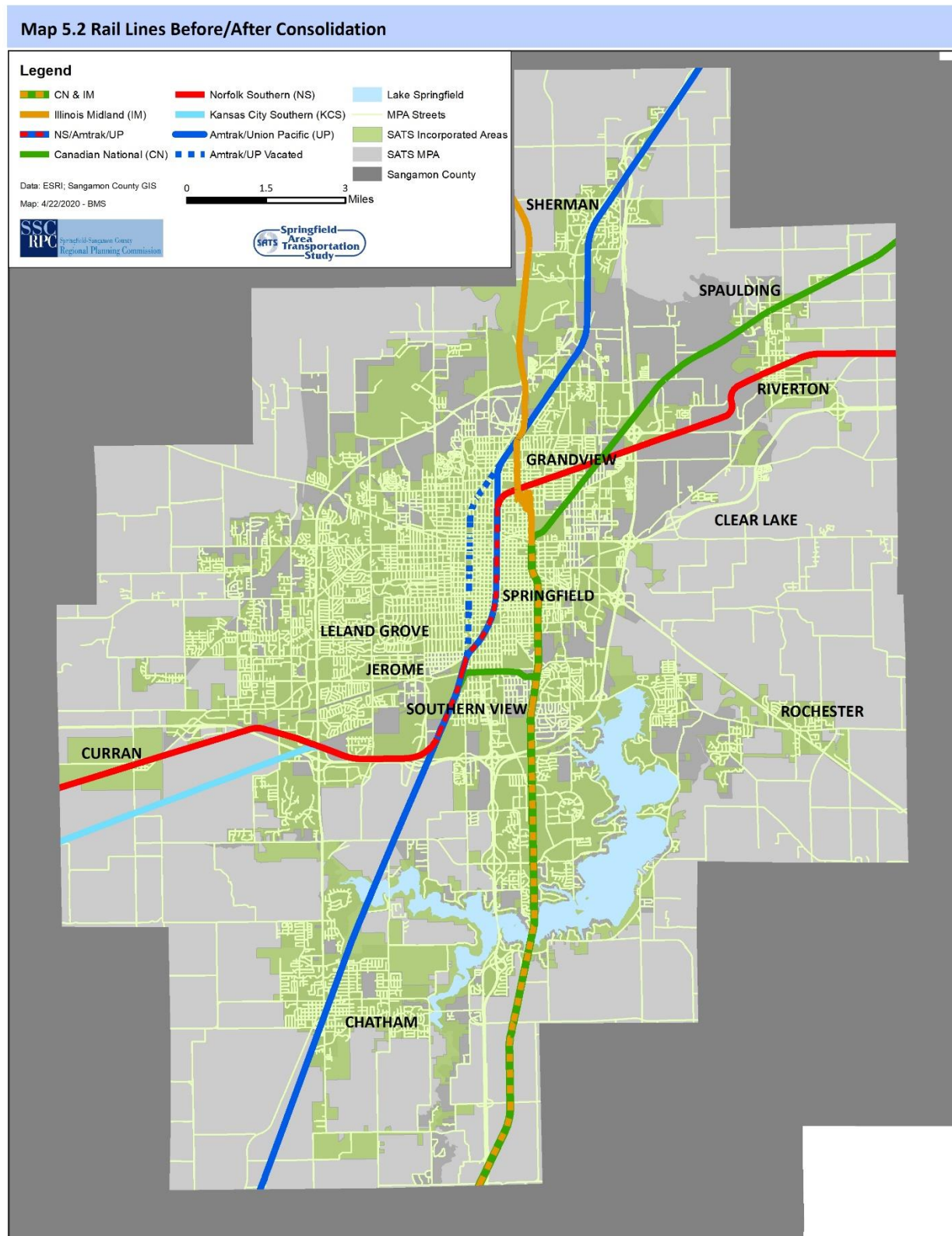


Underpass under construction on Ash Street in Springfield.

The consolidation of multiple rail corridors that dissect the City of Springfield has been discussed since the 1920s. The need to consolidate the multiple rail corridors became a priority as the area continued to develop. Based upon actual field counts conducted by the SSCRPC in 2009 and projected rail traffic data provided by the railroads, the number of trains is expected to double from approximately 35 trains daily in 2009 to 81 in 2030. Not only will the frequency increase, but also the length of the trains. As a result, The Springfield Rail Improvements Project was initiated to move all passenger and freight traffic from the Third Street Corridor to Tenth Street to

increase safety and prevent the disruption of traffic flows between rail and other modes of transportation. The estimated cost of the entire project is \$315 million with investments from both private and public sources including the federal government; Illinois Department of Transportation; the Illinois Commerce Commission's Grade Crossing Protection Fund; and, Canadian National, Norfolk Southern, Union Pacific, and Illinois Midland railroads. Projects include new and reconstructed grade separations in the form of overpasses and underpasses, installation of gates, and roadway approach improvements. The anticipated completion date of the project is 2025. Once the consolidation has been completed, the high speed rail line will be moved to the Tenth Street corridor.

Map 5.2 depicts the current and future alignment of the tracks as they run through the MPA.



5.4 Planned Rail Projects

Twenty-seven rail projects totaling over 380 million dollars are planned over the next 15 years with 70 percent of them scheduled over the next five years. Except for one intersection improvement in Spaulding near a rail line, all projects are a part of the Springfield Rail Improvements Project. The remaining projects consist of:

- Construction of the Springfield – Sangamon Transportation Center,
- Five grade separations including underpasses and overpasses,
- Eight bridge replacements,
- Five rail crossings closures, and
- Eleven road closures.

Reducing the number of points at which motorists, pedalcyclists, and pedestrians must directly cross rail lines improves safety and reduces travel time.

Completion of these projects will also enable the City of Springfield to apply to become a quiet zone, which is an exemption issued by the Federal Railroad Administration (FRA) on a section rail line where locomotive horns will no longer be sounded.

Figure 5.3 Planned Rail Projects			
Map #	Project Description	Type of Improvement	Jurisdiction
Short Term Projects - Committed (2020-2024)			
1	Adams Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield
2	10 1/2 Street at Ash Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
3	10 1/2 Street at Laurel Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
4	10th Street at North Grand Avenue: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
7	5th & 6th Street underpasses (Usable Segment IV - Ash Street to Stanford Avenue)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield
9	9th Street at Ash Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
21	Division Street at rail corridor: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
24	Enterprise Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield
48	Iron Bridge Road (CH 22): Overpass at Union Pacific Railroad	Construction & construction engineering	County
49	Jackson Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield
54	Madison & Jefferson Streets Underpasses (Usable Segment III)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield
56	Miller Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield

58	North Grand Avenue underpass & UP RR tracks (Usable Segment VI)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield
63	Princeton Avenue at 6th Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
64	Reservoir Street at rail corridor: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield
65	Reynolds Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield
66	Sangamon County Transportation Center and parking garage	Construction and construction engineering	County
68	South Grand Avenue and Cook Street underpasses (Usable Segment V - 9th to 11th Streets)	ROW, utility relocation, C & CE for bridge replacement	Springfield
74	Woodside Road (CH 23): underpass at Union Pacific RR	Design, construction & construction engineering	County
75	Woodside Road (CH 23): west of MacArthur Boulevard extension to the east of North Lake Road (Phase II)	Railroad grade separation	County
Intermediate Term Projects - Planned (2025-2034)			
4	Ash Street: 19th Street/current Canadian Northern Corridor	Underpass	Springfield
19	IL 54: At Main Street in Spaulding	Intersection reconstruction, left turn lanes, traffic signal installation, RR interconnect	IDOT - District 6
24	McCreery Avenue at South Grand Avenue: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield
25	Michigan Street at North Grand Avenue: 15th Street/current Illinois & Midland Corridor	Road to be closed	Springfield
26	North Grand Avenue	Overpass at the Illinois & Midland Rail Corridor	Springfield
28	South Grand Avenue	Underpass at the 19th Street Rail Corridor	Springfield
31	Wirt Avenue at Ash Street: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield
32	Wirt Avenue at South Grand Avenue: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield



6.0 Pedalcycle, Pedestrian and Multi-Use Trail Networks

Illinois adopted a Complete Streets Policy in 2007 that requires bicycle and pedestrian facilities be considered in the planning and development of all construction and reconstruction projects in or within one mile of an urban area unless the project does not widen the existing roadway. Also, facilities need not be required if a project lacks safety issues, could result in excessive costs, or fails to demonstrate need.

6.1 The Pedalcycle Network

A Bicycle and Pedestrian Plan was called for development by SATS in the 2035 Long Range Transportation Plan. It began the creation of networks for these two travel modes. A Priority Bicycle Network and a Priority Pedestrian Network were identified within the MPA area. Since the adoption of the final plan in August 2012, the bicycle and pedestrian networks are beginning to develop. In addition to the road projects that included bicycle and pedestrian facilities, several multi-use trails had been built in the region. A SATS Multi-Use Trails Jurisdictions Committee was formed for a comprehensive, multi-jurisdictional approach to address multi-use trails network.

The Bicycle Plan for the MPA laid out a recommended network of corridors, the Envisioned Bicycle Network (EBN), which would provide interconnected bicycle facilities throughout the entire area with inter-modal connections. The recommended facilities include bike lanes, wide shoulders, multi-use trails, paths, combined parking/bike lanes, shared lane markings, and way-finding signs.

Table 6.1 below shows the progress made on creating a bicycle network since the 2040 Long Range Transportation Plan was prepared in 2015.

Figure 6.1 Mileage of the Envisioned Bike Network					
Year	Multi-use Trails	On-road Facilities	Sidepaths	Wide Shoulders	Total
2009	15.9 miles	7.6 miles *	5.3 miles	6.0 miles	34.8 miles
2014	23.9 miles	17.6 miles**	6.4 miles	22.2 miles	70.1 miles
2019	29.8 miles	22.6 miles**	10.0 miles	33.7 miles	96.1 miles
* Bike lanes only, no other facilities had been built					
** Bike lanes, shared lanes, parking/bike lanes					

The figure above indicates that 96.1 miles out of 353.4 miles (27.2 percent) of the total length of the EBN is complete.

The on-road facilities are divided as follows:

- Bike lanes - 15.1 miles,
- Shared lanes (sharrows) - 0.4 miles,
- Bike route wayfinding signs - 0.4 miles, and
- Bike and parking lanes - 6.7 miles.

6.2 The Pedestrian Network

The SATS Bicycle and Pedestrian Plan identified a Priority Pedestrian Network (PPN) that would create an interconnected walkway throughout the MPA and is a priority for construction and maintenance. The pedestrian network mostly consists of sidewalks but also includes the multi-use trails and sidepaths that are part of the bicycle network. The vast majority of funding for the construction and maintenance of sidewalks comes from local funding and such projects are not included in the LRTP.

Although much of the pedestrian network already exists, the missing network will continue to be constructed as part of road projects or in connection with new development. Figure 6.2 below shows the progress made on creating a pedestrian network since the 2040 LRTP was prepared in 2015.

Figure 6.2 Sidewalk Miles on the Priority Pedestrian Network				
Year	Multi-use Trails	Sidewalks	Sidepaths	Total
2019 complete in MPA	27.35 miles	236.37 miles	10.99 miles	274.71 miles
2019 complete total	30.06 miles			277.42 miles
Total proposed network in MPA	48.43 miles	431.05 miles	32.83 miles	512.31 miles
Total proposed network total	84.65 miles			548.53 miles
Percent MPA network complete	56.5%	54.8%	33.5%	53.6%
Percent network complete	35.5%			50.6%

Figure 6.2 above indicates that 277.5 miles out of 548.5 miles, or 50.6 percent, of the total length of the PPN, is complete.

In identifying corridors to include on pedestrian network particular attention was given to accessing schools, recreational areas, economic activity centers, bus stops, neighborhoods, and communities. Emphasizing an interconnected system of travel for pedestrians is not meant to minimize the importance of sidewalks within and between residential and commercial developments. These are viewed the same as local roads, facilitating travel within areas, and connecting travelers to the greater network stretching throughout the entire MPA. The pedestrian network allows local jurisdictions to plan and prioritize projects that contribute to the interconnected, multi-jurisdictional walking system. Many of the sidewalk projects will be built through capital improvement programs or as individual lots are developed. While several segments may be dependent on grants or other funding sources, sidewalks along State roads require some local participation.

6.3 The Multi-Use Trails Network

The 2040 L RTP Communities Advisory Committee recommended developing consistent multi-use trails experiences within Sangamon County. As a result of the efforts of various jurisdictions, the SATS Multi-Use Trails Network Committee was formed to address the issues on the trail network in the MPA area.

Four multi-use trails have been developed within the MPA over two decades. These trails are very popular and enjoyed by bikers, runners, walkers, and rollerbladers of all ages. Additional trails and trail expansions are planned. Because each multi-use trail was developed differently, coordinating all the trail jurisdictions to create a consistent approach to trail development and to share ideas, would improve the trail experience and enhance the jurisdictions' efforts. Additionally, addressing the cost of maintenance through joint efforts could stretch limited upkeep dollars.

The SATS Multi-Use Trails Network Committee has worked to coordinate trail development, expansion, and maintenance by addressing the following issues:

- Consistency in how mileage is marked including starting point position and signage.
- Creation of a system to facilitate 9-1-1 emergency responses on the trails.
- Continual marking along the Route 66 Bicycle Trail corridor.
- Identification and mapping of trail bridges and weight limits.
- Identification of access points that would serve residents and businesses, bicyclists, and pedestrians (e.g. at apartment complexes, neighborhoods, commercial areas).
- Consistency in uses, etiquette rules, and education efforts.
- Development of an annual educational campaign regarding safety and rules of the road, partnering with bicycle, running, and walking clubs.
- Working with utility companies to reduce the use of heavy equipment that causes damage to the trails.
- Sharing trail maintenance equipment or entering into joint projects for trail maintenance and updates.
- Innovative funding ideas for perpetual trail maintenance such as a bicycle tax.

As a result of efforts by the committee, several plans and policies have been formed. The Trailheads, Access Points, and Amenities Plan was finalized and adopted by jurisdictions in 2016. The Plan identifies potential new access points and amenities along Sangamon County multi-use trails in addition to the existing access points and amenities and suggests where improvements might be helpful.

The Emergency Response Support Signage Plan was created to address the need for quick and efficient response to emergencies on the trails. Over the years there have been incidents on the trails when locating and reaching the emergency site has been a challenge for emergency responders. Many times trail users do not know how to identify where they are on a trail or even the name of the trail they are on, so when calling 9-1-1 they cannot provide accurate information on their location.

The Committee has also adopted advertising and sponsorship signs to enhance the user's experience on multi-use trails in Sangamon County. It is desirable to provide amenities, keep the trails maintained, and provide wayfinding guidance along the corridors. Financial support of a trail or provision of a particular trail element could be provided by offering individual, business, or organizational sponsorships.

The multi-use trail network shown on Map 6.1 consists of four major trails in the area: Sangamon Valley, Wabash, Lost Bridge, and Interurban Trail. Although most of the trail network has been built, Sangamon Valley Trail has been extended on both its end to connect to a larger region.

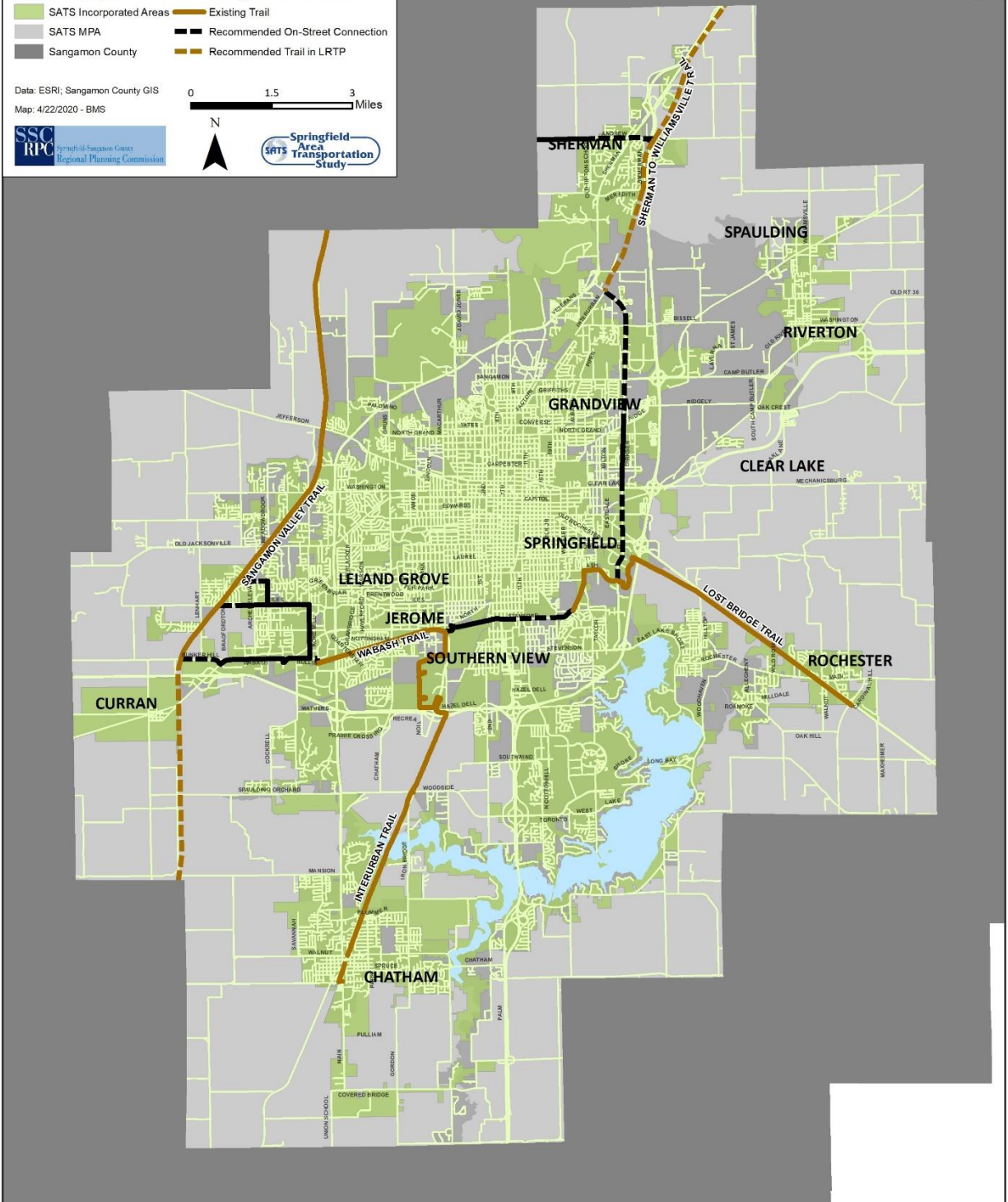
Map 6.1 Envisioned Multi-Use Trail Network

Legend

- | | |
|-------------------------|----------------------------------|
| Lake Springfield | Existing On-Street Connection |
| SATS Incorporated Areas | Existing Trail |
| SATS MPA | Recommended On-Street Connection |
| Sangamon County | Recommended Trail in LRTP |

Data: ESRI; Sangamon County GIS
Map: 4/22/2020 - BMS

0 1.5 3 Miles

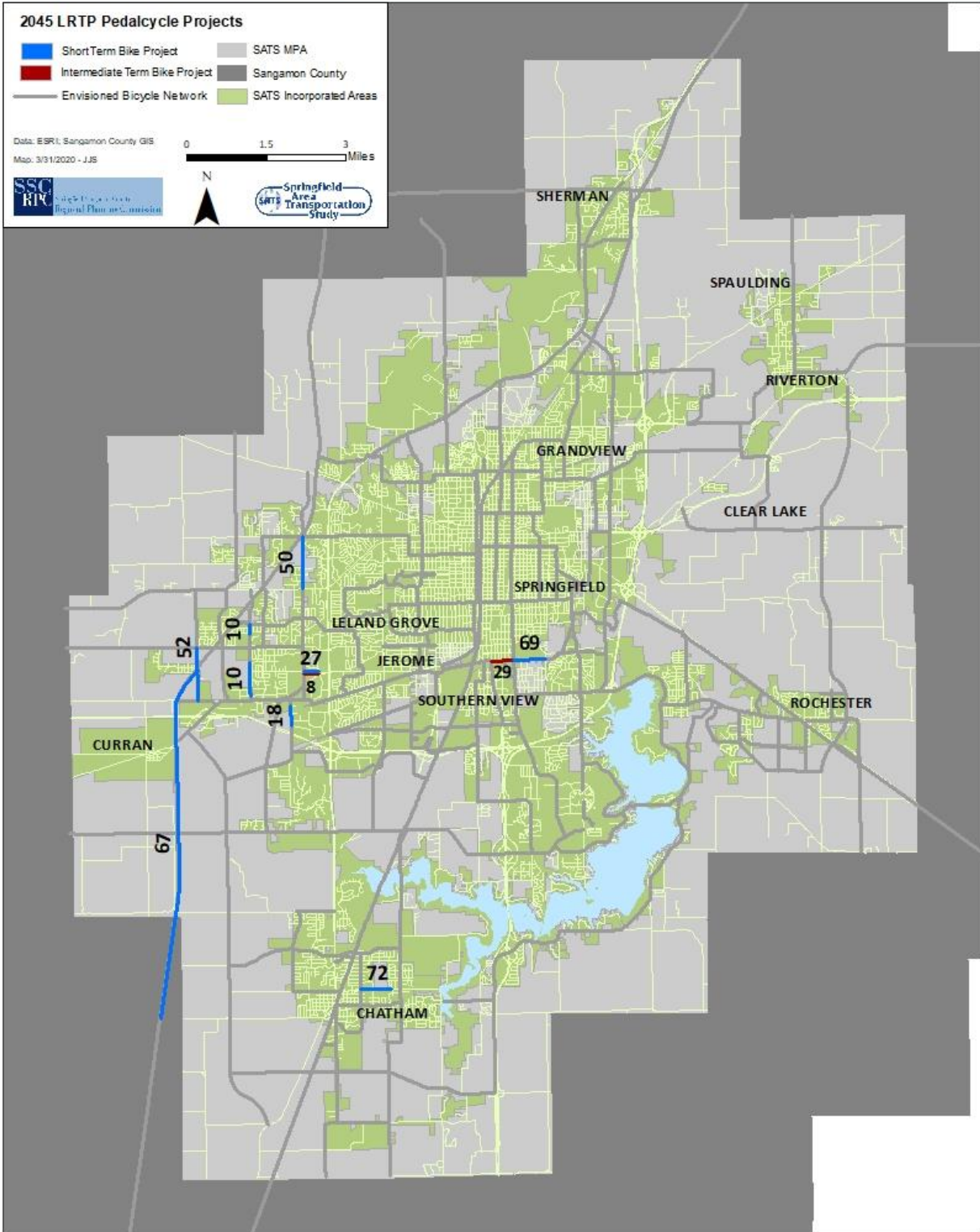


6.4 Planned Pedalcycle and Pedestrian Projects

6.4.1 Pedalcycle Projects

Figure 6.3 Planned Pedalcycle Projects			
Map #	Project Description	Type of Improvement	Jurisdiction
Short Term Projects - Committed (2020-2024)			
10	Archer Elevator Road: Yucan to Fielding & Rotary Park to Greenbriar	Construct urban three-lane road with bike lanes and sidewalks	Springfield
18	Cockrell Lane: Ogden to Great Northern	PE - overlay and widening, sidewalks, bike lanes	Springfield
27	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (widening, intersection reconstruction) Designed overlay, widening existing pavement, shared-use path, intersection improvements at West White Oaks and Hedley, and West White Oaks on the south side of Wabash	Springfield
50	Koke Mill Road - Old Jacksonville Road to Washington Street	PE, overlay and widening, sidewalks, bike lanes	Springfield
52	Lenhart Road: Iles Avenue to Bunker Hill Road	Cold in-place recycling with overlay, add lane, bike lanes, sidewalks	Springfield, Private Developer
67	Sangamon Valley Trail - Centennial Park, Bunker Hill Road to Auburn Road	Phase I study	County
69	Stanford Avenue (CH 20): 11th Street to Fox Bridge Road	Designed overlay, widening existing pavement, bikeway, sidewalks	Springfield
72	Walnut Street: Park Avenue to Meadow View Lane	Preliminary Engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations Construction and Construction Engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham
Intermediate Term Projects - Planned (2025-2034)			
8	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & resurface, bike lanes, sidewalks, intersection reconstruction at West White Oaks Drive	Springfield
N/A	Sangamon Valley Trail - emergency signage	Installation of mileage markers	County/911
N/A	School zone safety enhancements	Enhanced signage, signal, and markings	Springfield
29	Stanford Avenue: 6th Street to 11th Street	Overlay, widening, bike lanes, sidewalks	Springfield

Map 6.2: LRTP 2045 Pedalcycle Projects



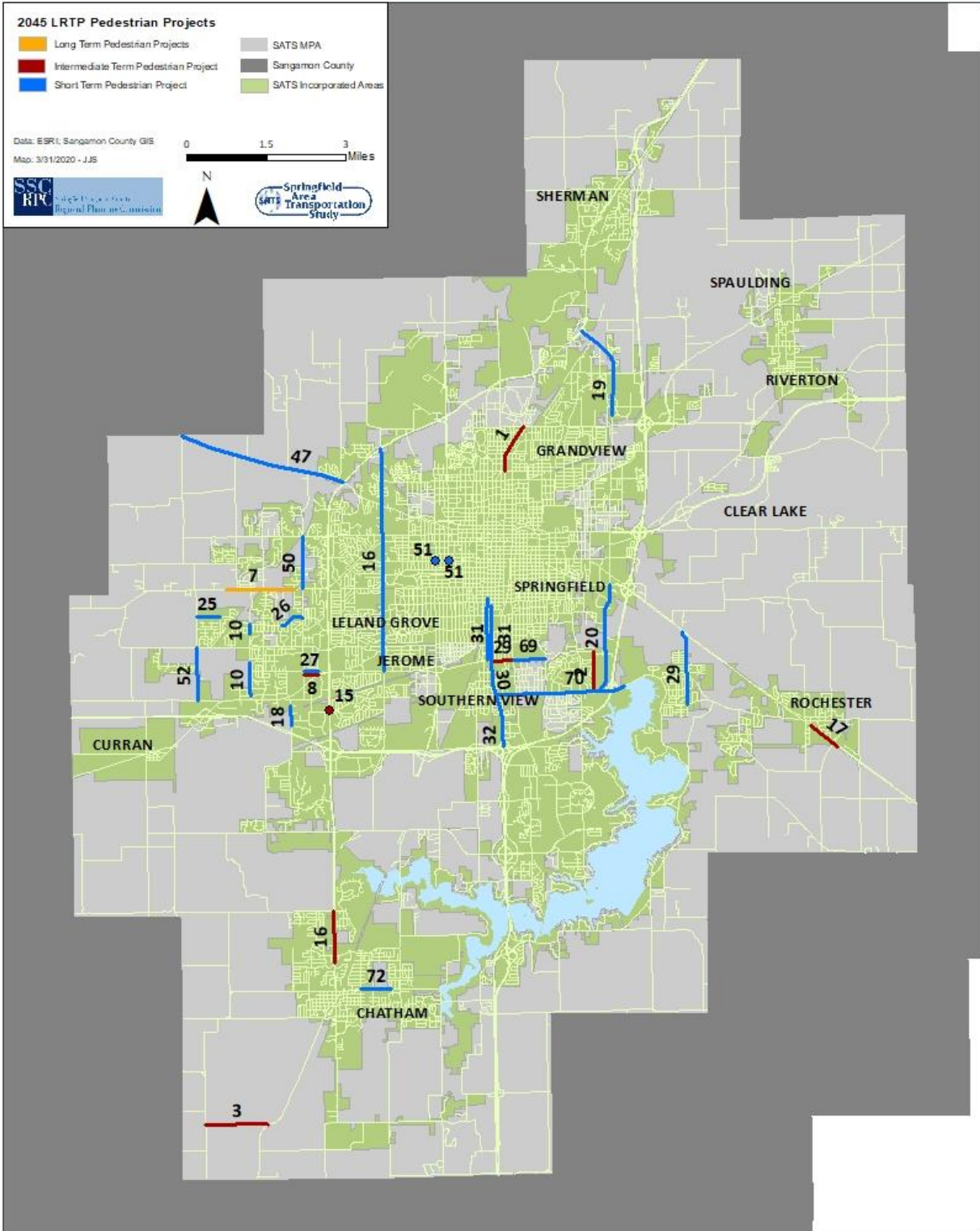
6.4.2 Pedestrian Projects

Figure 6.4 Planned Pedestrian Projects			
Map #	Project Description	Type of Improvement	Jurisdiction
Short Term Projects - Committed (2020-2024)			
N/A	Annual Sidewalk Maintenance Program	Replace/construct PCC sidewalks & sidewalk ramps	Springfield
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield
10	Archer Elevator Road: Yucan to Fielding & Rotary Park to Greenbriar	Construct urban three-lane road with bike lanes and sidewalks	Springfield
16	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	MFT Overlay, ADA improvements	Springfield, Leland Grove
18	Cockrell Lane: Ogden to Great Northern	PE - overlay and widening, sidewalks, bike lanes	Springfield
19	Dirksen Parkway: Peoria Road to north of Northfield Drive	Designed overlay, ADA improvements	IDOT - District 6
20	Dirksen Parkway: Stevenson Drive to South Grand Avenue in Springfield	Designed overlay, ADA improvements	IDOT - District 6
25	Greenbriar Drive: Lenhart Road to Bradfordton Road	New construction, sidewalks	Private Developer
26	Greenbriar Drive: West Road to Koke Mill Road	New construction, sidewalks	Private Developer
27	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (widening, intersection reconstruction) Designed overlay, widening existing pavement, shared-use path, intersection improvements at West White Oaks and Hedley, and West White Oaks on south side of Wabash	Springfield
28	Hedley Road: Lenhart Road to Archer Elevator Road	New construction	Private Developer
29	Hilltop Road: IL 29 to Rochester Road	Reconstruction, add 2 lanes, sidewalks	Springfield
31	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: 5th Street: Spruce to north of Stanford Avenue; 6th Street: north of Stanford Avenue to Myrtle Street	Designed overlay, ADA improvements	IDOT - District 6

32	I-55 BUS, 6th Street, Stevenson Drive: I-72 to .1 mile north of Stevenson Drive	Additional lanes, turning lanes	IDOT - District 6
		Construction engineering	
		Land acquisition	
		Reconstruction, intersection improvement, turning lanes, sidewalks	
		Utility adjustment	
47	IL 97, Jefferson Street: Covered Bridge Road to .1 mile west of IL 4	Additional lanes	IDOT - District 6
		Archaeological survey	
		Construction engineering	
		Land acquisition	
		Reconstruction, bridge removal/demolition, pedestrian overpass	
		Utility adjustment	
50	Koke Mill Road - Old Jacksonville Road to Washington Street	PE, overlay and widening, sidewalks, bike lanes	Springfield
51	Lawrence Avenue Intersections: at MacArthur Boulevard and Walnut Street	Intersection improvements including adding a left turn lane, widening, sidewalk and ADA improvements, and traffic signal upgrades	Springfield
52	Lenhart Road: Iles Avenue to Bunker Hill Road	Cold in-place recycling with overlay, add lane, bike lanes, sidewalks	Springfield, Private Developer
67	Sangamon Valley Trail - Centennial Park, Bunker Hill Road to Auburn Road	Phase I study	County
69	Stanford Avenue (CH 20): 11th Street to Fox Bridge Road	Designed overlay, widening existing pavement, bikeway, sidewalks	Springfield
70	Stevenson Drive: .1 mile east of I-55 BUS (6th Street) to Spaulding Bridge .3 mile east of I-55; Dirksen Parkway: Stevenson Drive to .1 mile north	Designed overlay, ADA improvements, sidewalks	IDOT - District 6
72	Walnut Street: Park Avenue to Meadow View Lane	Preliminary engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham
		Construction and construction engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations	
Intermediate Term Projects - Planned (2025-2034)			
1	9th Street/Peoria Road (BL 55): Converse Avenue to Sangamon Avenue	Reconstruction, widening, land acquisition, utility adjustment, PE, sidewalks	IDOT - District 6

2	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, sidewalks	Springfield, Private Developer
3	Alpha Road: Curran Road to IL 4	Reconstruction, grading, paving, new culvert, drainage	IDOT - District 6
N/A	Annual Sidewalk Maintenance Program	Replace/construct PCC sidewalks & sidewalk Ramps	Springfield
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield
8	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & resurface, bike lanes, sidewalks, intersection reconstruction at West White Oaks Drive	Springfield
15	IL 4 (Veterans Parkway): at Lindbergh Boulevard	Left turn lanes, sidewalks	IDOT - District 6
16	IL 4: .2 mile north of Mansion Road to north of Teal Drive in Chatham	Designed overlay, ADA improvements	IDOT - District 6
17	IL 29: .2 mile southeast of Johns Street to .2 mile south of Cardinal Hill Road	Designed overlay, ADA improvements	IDOT - District 6
18	IL 54: .1 mile west of Prairie School Road to north of Bissell Road	Designed overlay, ADA improvements	IDOT - District 6
21	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Construction engineering Reconstruction, traffic signal replacement, ADA improvements	IDOT - District 6
N/A	Sangamon Valley Trail - emergency signage	Installation of mileage markers	County/911
N/A	School zone safety enhancements	Enhanced signage, signal, and markings	Springfield
29	Stanford Avenue: 6th Street to 11th Street	Overlay, widening, bike lanes, sidewalks	Springfield
N/A	Traffic and pedestrian signal modernizations	Upgrades and enhancements to existing traffic signal and pedestrian signals and infrastructure	Springfield
Long Term Projects - Planned (2035-2045)			
7	Old Jacksonville Road: west of Pine Creek Drive to Bradfordton Road	Reconstruct 2 lanes, add 2 lanes, sidewalks	County, Private Developer

Map 6.3: LRTP 2045 Pedestrian Projects





7.0 The Transit Network

The SATS MPA serviced by two transit providers, the SMTD and SMART. The SMTD provides fixed-route service to the Springfield Urbanized Area and paratransit service to people with disabilities via Access Sangamon. SMART is a door-to-door transit provider that serves the areas of the Springfield MPA, Sangamon County, and neighboring Menard County that are outside the Springfield Urbanized area. The providers have been working concurrently since 2017. Because SMTD and SMART are funded via different funding formulas, some issues have arisen regarding overlapping services and areas where services are not available to all customers. SSCRPC has worked with each transit provider to find new ways to provide service to citizens within the SATS MPA, regardless of location or ability.

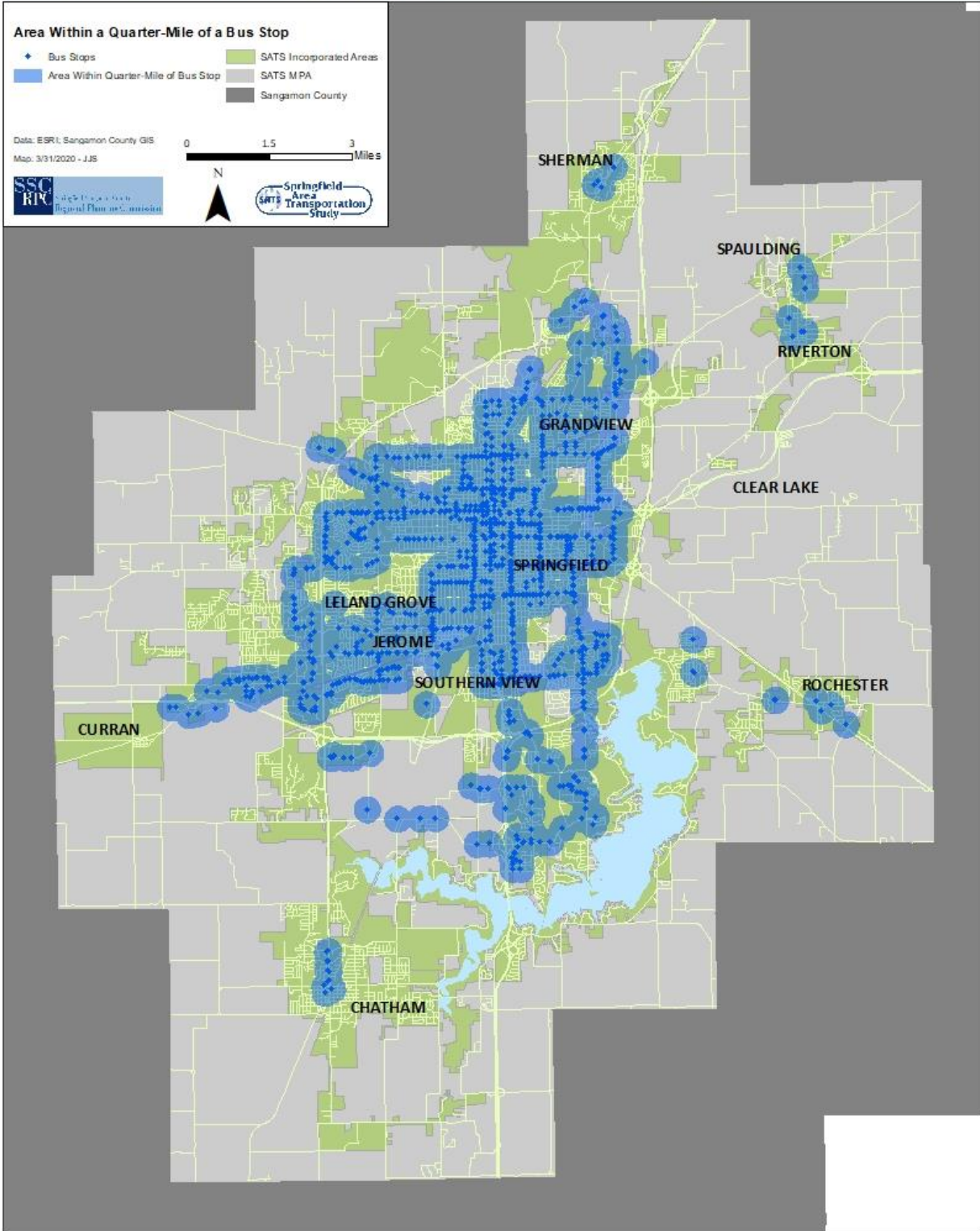
7.1 Sangamon Mass Transit District (SMTD)

SMTD serves as the designated provider of public transportation for the urbanized area within the SATS MPA. The district boundaries, as established in 1968, encompass an area of 79.48 square miles. The 2017 US Census American Community Survey indicated that 118,685 people were living within the SMTD boundary and an additional 43,524 people in the urbanized area outside the District boundary, for a total of 162,209 in the SMTD service area. The District provides service to most major residential and employment areas within its boundaries. Route coverage reaches within a quarter-mile of 101,760 people, as shown in Map 7.1 on page 82.

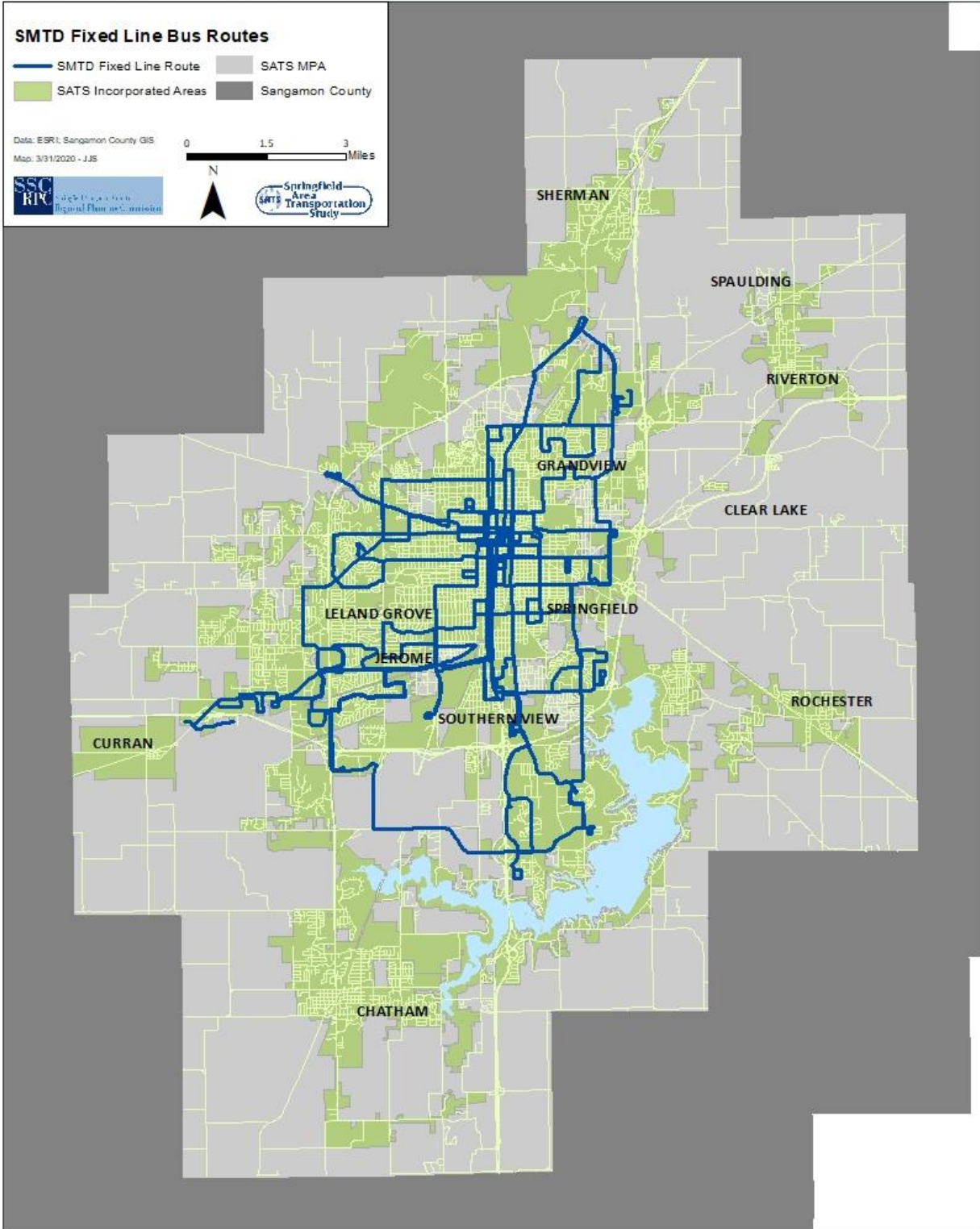
7.1.1 Fixed Route Service

The District is served by 17 regular daytime service routes. All daytime routes originate and terminate at the Downtown Off-street Transfer Center, located on 11th Street between Washington Street and Adams Street, or the Southwest Transfer Center at Junction Circle, near the intersection of MacArthur Boulevard and Stanford Avenue. Daytime service is provided between 6:00 am and 6:30 pm. In addition to the regular daytime routes, SMTD provides 12 supplementary routes on a limited basis, Monday to Friday. Supplementary routes consist of only one or two departures per day and are intended to provide service along fixed route corridors during peak periods of travel. Most of the supplemental routes provide service to the three high schools in the Springfield School District 186. In addition to routes servicing residents inside the SMTD district, SMTD provides four routes to suburban destinations outside the traditional SMTD district but within the Springfield Urbanized Area. These routes, providing service to Chatham, Riverton/Spaulding, Rochester, and Sherman, operate during the morning and evening commute periods (6:00 am to 9:00 am and 4:30 pm to 7:30 pm). Night service is provided by five routes. Four routes originate and terminate at the Downtown Transfer Center and one route provides service between the University of Illinois-Springfield and Chatham Hills/Seven Pines apartment complexes. Night service is provided between 6:00 pm and 11:00 pm. All SMTD buses are wheelchair accessible and include front-mounted bicycle racks that can accommodate up to two bicycles at a time. Total ridership for FY-2019, exclusive of the supplementary service routes showed a total fixed line passenger count of 1,487,090. Maps of the fixed line route network (Map 7.2) and the urbanized area fixed routes (Map 7.3) are shown on pages 83 and 84.

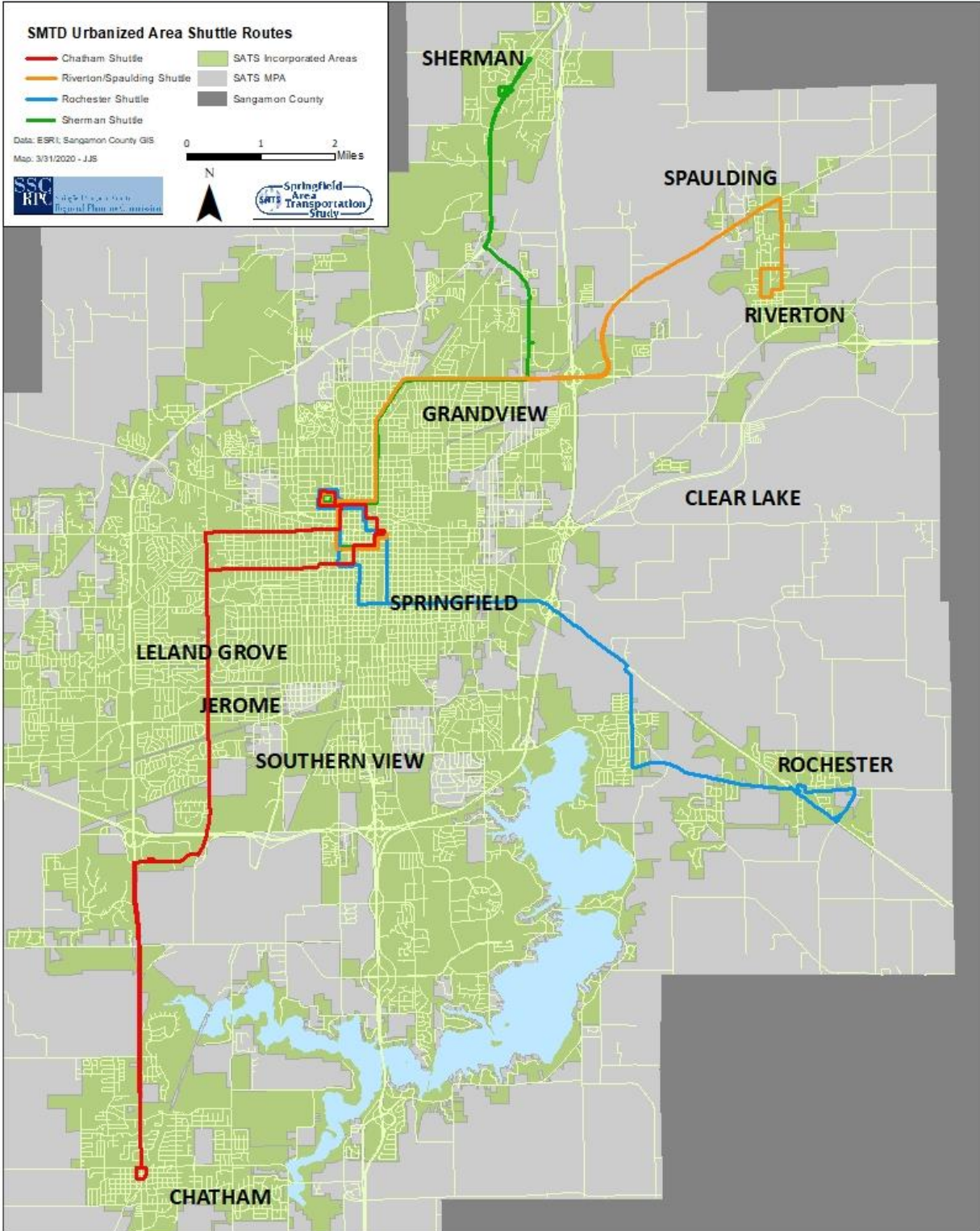
Map 7.1: Area Within a Quarter-Mile of a Bus Stop



Map 7.2: SMTD Fixed Line Bus Routes



Map 7.3: Urbanized Area Shuttle Routes



7.1.2 Paratransit Service

The SMTD also provides paratransit service through Access Springfield within the entire SMTD boundary and within the Springfield urbanized area. Drivers may assist riders when boarding and alighting from the vehicle and in securing wheelchairs. Drivers will also assist riders who do not travel with a personal aid with entry into inaccessible doors. Drivers may not enter residences beyond the doors. A map of the SMTD and Access Sangamon boundaries can be found later in this section. The ADA allows SMTD to offer paratransit service to any area within 1.5 miles of an SMTD fixed route. Areas that are within this area but outside the Springfield Urbanized Area boundary are serviced by SMART. Access Sangamon operates from 6:00 am to Midnight, Monday through Friday, and from 6:00 am to 6:00 pm on Saturday. Access Sangamon completed 83,946 trips in FY 2019.

Figure 7.1 SMTD Ridership by Year FY 2015 – 2019						
Year	Fixed Line			Paratransit		
	Riders	Change from Previous Year		Riders	Change from Previous Year	
		#	%		#	%
FY 2015	1,906,963	80,045	4.4%	74,130	4,993	7.2%
FY 2016	1,767,024	(139,939)	-7.3%	80,766	6,636	9.0%
FY 2017	1,647,927	(119,097)	-6.7%	77,957	(2,809)	-3.5%
FY 2018	1,544,731	(103,196)	-6.3%	78,017	60	0.1%
FY 2019	1,487,090	(57,641)	-3.7%	83,946	5,929	7.6%

Ridership patterns for SMTD fixed lines and paratransit reflect larger demographic trends in the Springfield Metropolitan Planning Area. As population ages, the number of adults who need transit for work or school has declined, and in its place is an increased need for accessible modes of transit.

Figure 7.2 SMTD Bus Fares				
Cash Fare:		Passes:		
Ages 5 and Over	\$1.25	Discount Pass	20 Rides	\$20.00
Age 4 and Under:		Disabled Person Pass	20 Rides	\$12.00
1 or 2 Children with Adult	FREE	Senior Pass	20 Rides	\$12.00
More than 2 Children	\$0.60	Passes can be purchased at the SMTD office and many other locations in the service area. Visit SMTD.org or call for more details. Disabled persons must present a MediCare or SMTD ID card when purchasing passes. Students may purchase a discount pass at public, parochial, and private schools.		
Age 65 and Over	\$0.60			
Disabled (with MediCare or SMTD ID)	\$0.60			
Benefits Access ID (Obtained at SMTD Office)	FREE			
MediCare Card Holders	\$0.60			
Transfers (One transfer per trip)	FREE			
Transfer slips are needed when your destination cannot be reached by traveling a single bus route. Transfers are FREE – ask the driver for a transfer slip when you pay your fare.				
All fixed routes currently serve Downtown Springfield at the Transfer Centers. Also, transfers may be used whenever bus routes cross. Transfers are only good for the next connecting bus.				



7.1.3 SMTD Technology Improvements

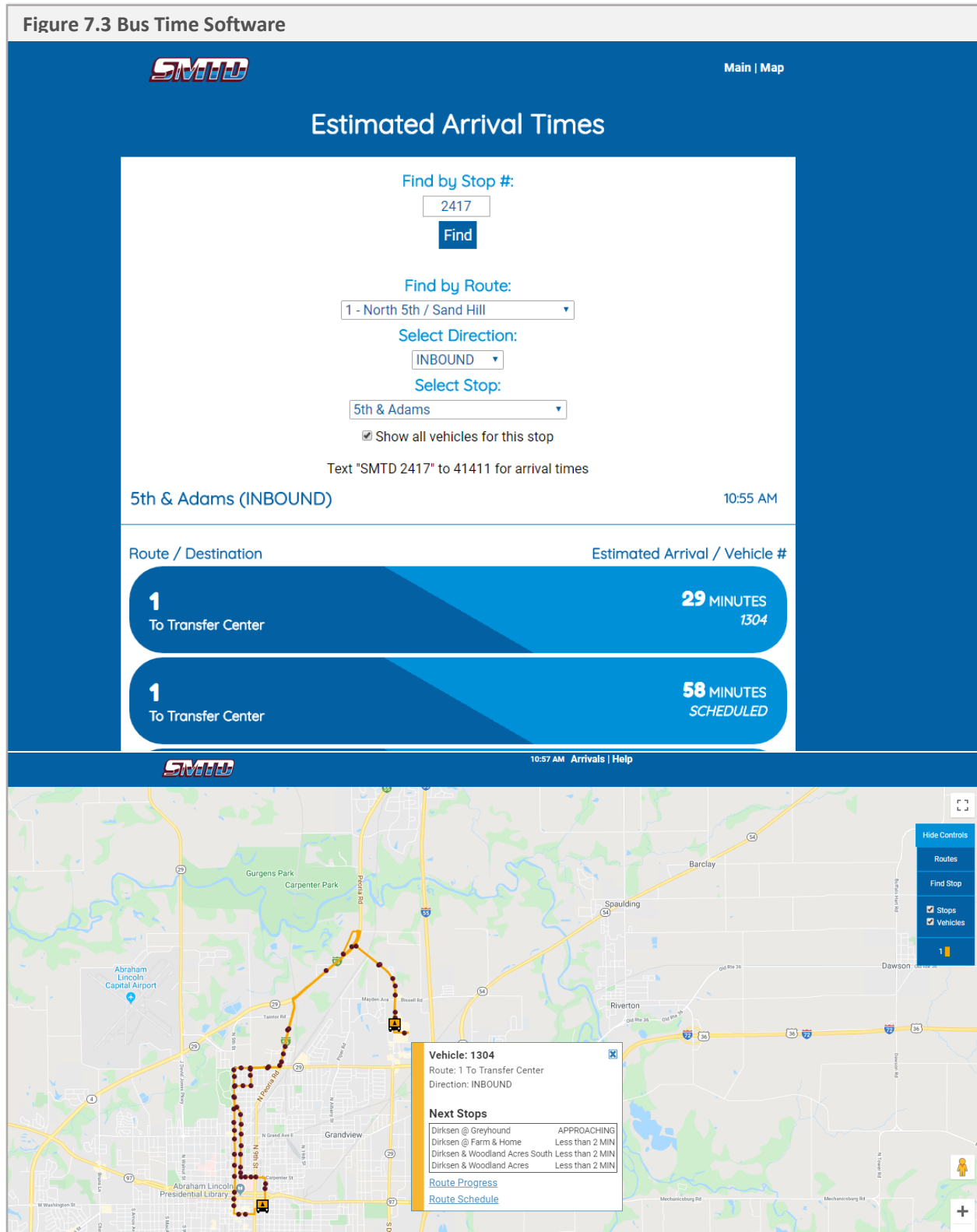
In 2016, the SSCCRPC entered into an agreement with the SMTD to provide consulting services during the installation of a suite of technologies intended to increase the efficiency of the transit service and enhance the rider experience. After reviewing multiple proposals, SMTD chose Clever Devices, Inc. to develop and install Intelligent Transportation System technology in all 57 operational SMTD buses, as well as supporting software at the main SMTD office.

In 2018, factory and acceptance testing were completed and Clever Devices, Inc. began the ITS technology installation. Some highlights:

- **Intelligent Vehicle Network (IVN):** The computer “brains” of the system houses the major software and hardware components, including CPU, Mobile Data Terminal, Voice and Data Communications, Runtime Data, and Garage Communication software.
- **Transit Control Head (TCH):** The touchscreen user interface for the technology is the primary entry point for bus drivers and maintenance. The TCH is integrated with the IVN; communicating bus speed, controlling communications between the bus and dispatch, securing bus access, and allowing bus drivers to confidentially communicate safety information during emergencies.
- **Automatic Passenger Counters (APC):** Infrared sensors located at both the front and rear doors of the bus counts passenger boardings and alightings. Data is communicated to the SMTD server for analysis.
- **Automated Vehicle Announcement (AVA):** This system uses bus location and route data to audibly announce the current bus stop, subsequent bus stop information, and stop request information, as well as public service and location-based announcements.
- **Bus Time Software:** Customer facing software designed to let users track bus location and receive information regarding the estimated time of arrival at designated stops. The software is currently available only through web browsers, although SMTD is looking toward developing smartphone application technology.
- **CleverCAD:** Software designed to aid dispatchers allows them to see bus locations, report incidents, track real-time performance, and facilitate communication between the dispatch station and bus drivers.

The figures below illustrate the Bus Time software available through the SMTD website. Customers can use Bus Time to estimate when a bus will arrive at a specific bus stop specified by the user. The simplified interface allows a customer to select a bus stop location, route, or stop number and determine which buses are available by route and when those buses are estimated to arrive at the stop. The full, geographical interface allows users to track buses on up to five routes to determine the bus’s location and estimated time of arrival.

Figure 7.3 Bus Time Software



7.2 Sangamon – Menard Area Regional Transit (SMART)

In November, 2017, SMART began operations in Sangamon County. Before its full roll-out, the organization conducted a pilot program in Menard County. SMART provides service to residents outside the Springfield Urbanized Area by providing door-to-door, curb-to-curb, on-demand public transit. Any trip conducted by SMART must either originate or terminate in a rural area outside the Springfield Urbanized Area. All SMART vehicles are 23-passenger buses, 14-passenger vans, 12-passenger vans, or mini-vans and are compliant with the ADA requirements and have wheelchair lifts.

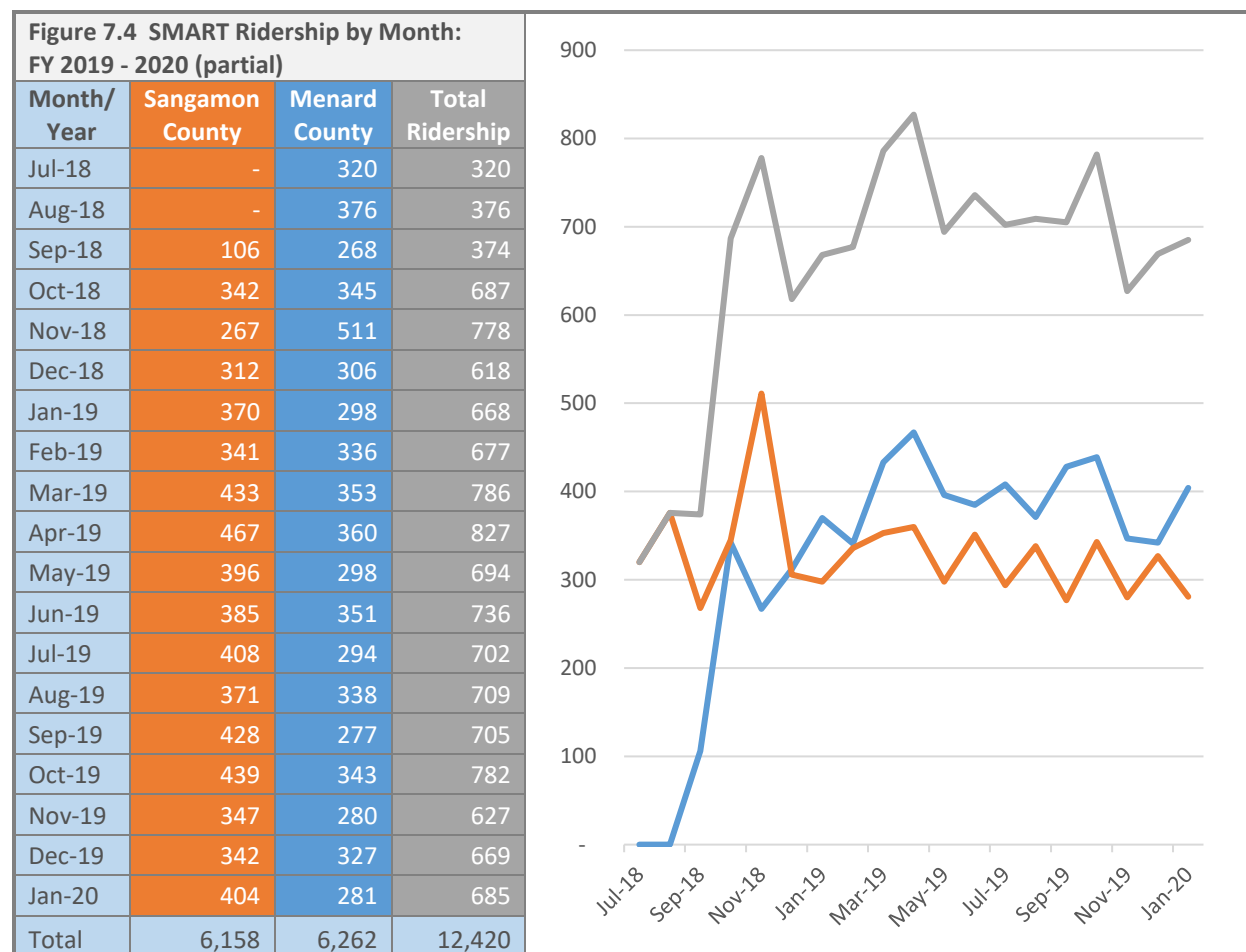
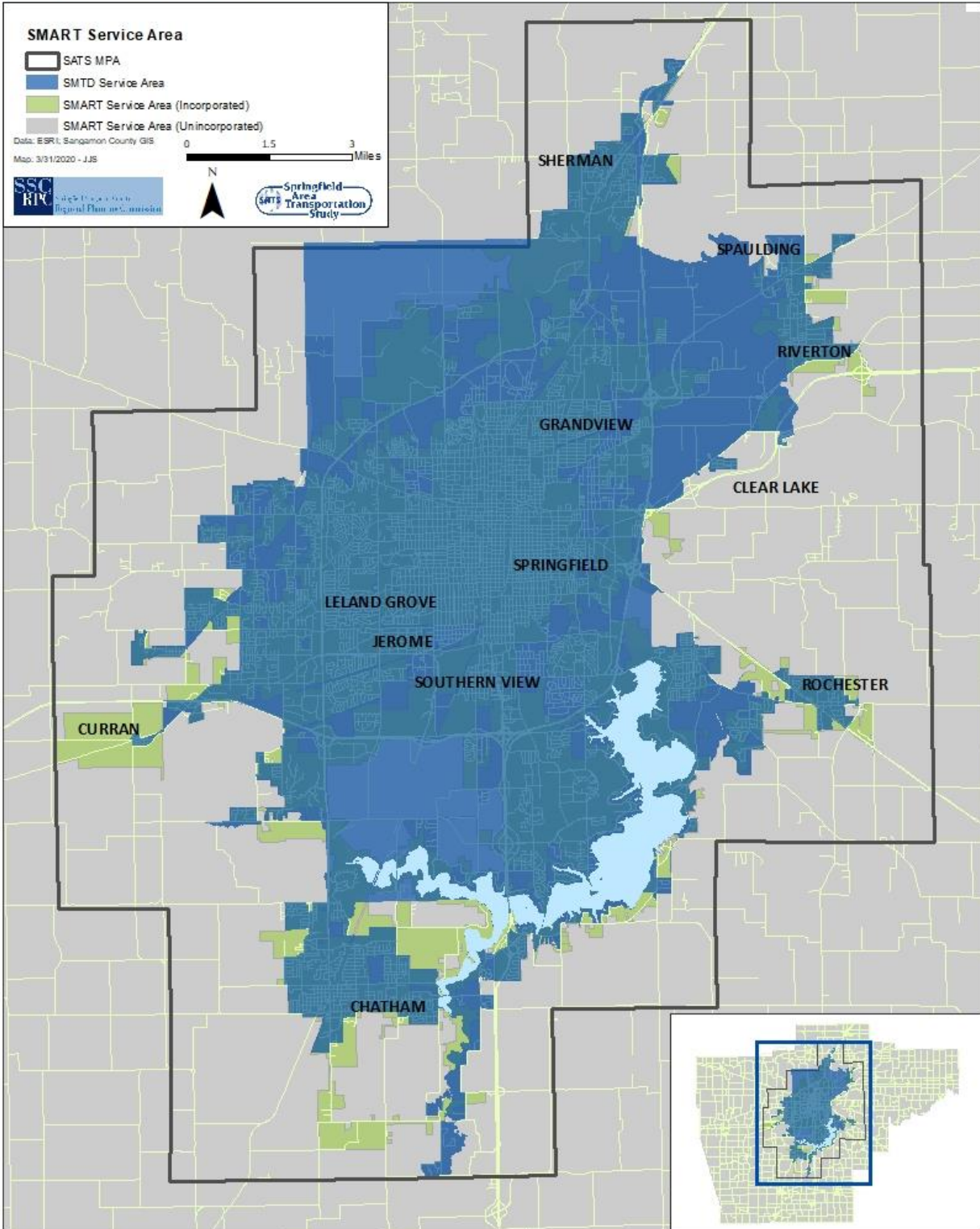


Figure 7.5 SMART Fares			
Seniors (Age 60 & Over):		Additional Fees and Information:	
One-way trip in the same county	\$2.00	Same day service	Additional \$1.00
One-way trip within two-county area	\$3.00	(No advance notification)	
Adults (Age 16 & Up):		Additional (Extra) Stops	\$1.00 per Stop
One-way trip in the same county	\$2.00	No Show Fee	\$5.00 per Trip
One-way trip within two-county area	\$3.00	Personal Attendants for	FREE
Students (Age 8 – 15):		Documented SMART riders	
With Adult	\$1.50	Service Animals must be scheduled in advance.	
Without Adult	\$2.00		
Children (0 – 7)	Free with Adult		

Map 6.4: SMART Service Area



7.3 Planned Transit Projects

Figure 7.6 Planned Transit Projects	
Project Description	Type of Improvement
Short Term (2020 – 2024)	
35-foot transit buses (alternative fuel), replacement	Purchase fourteen (14) replacement alternative fuel buses and associated capital items.
35-foot transit buses (alternative fuel), expansion	Purchase five (5) expansion alternative fuel buses and associated capital items. Delivery of vehicle will take 36 months from date of award.
Administration vehicle	Purchase administration vehicle.
Ballistic glass	Purchase and installation in main office entrance and dispatch office.
Bus driver (operator) simulator	Install simulator in training room upgrade. Delivery of vehicle will take 36 months from date of award.
Bus stop shelters and pads	Replace and refurbish bus stop shelters and pads
Bus wash	Purchase bus wash replacement. Delivery and installation of equipment will take 12 months from date of award.
De-icer liquid spreader	Purchase de-icer liquid spreader for use with maintenance truck.
Electronic fare collection system, continue	Continue integration of fleet with electronic fare collection system. Delivery and installation will take 24 months from date of award.
Electronic fare collection system, continue	Integrate fleet with electronic fare collection system. Delivery and installation will take 24 months from date of award.
Facility camera expansion	Add cameras to existing system.
Facility camera system replacement	Replacement of camera system to include cameras at high-traffic bus stops, including the transfer center and Junction Circle.
Industrial metal sander	Purchase industrial metal sander.
Junction Circle Facility	Construction of permanent facility.
Lighting upgrade	Upgrade lighting at CNG station, maintenance garage, and part of storage garage.
Maintenance truck	Purchase maintenance truck.
Onboard message display and wifi hotspots	Permanent onboard message display and connection to wifi hotspots; purchase IT equipment, display signs and hardware/software.
Onboard video camera replacement	Video camera replacement and/or software on buses as necessary.
On-the-bus brake lathe	Purchase on-the-bus brake lathe.
Paratransit vans, replacement	Purchase six medium-duty paratransit vans with lifts for replacement.
Paratransit vans, expansion	Purchase two medium-duty paratransit vans with lifts for expansion.
Portable lift replacements (two sets)	Purchase two sets of portable lifts.
Road supervisor vans (two)	Purchase two road supervisor vans.

Roof repair	Patch leak in existing garage at 928 South 9th Street. Patch leak in roof that houses buses.
Rust repair	Rust repair in bus garage at 928 South 9th Street - Rust repair main garage where bus wash is located, and buses are stored after daily runs.
Springfield Sangamon County Transportation Center	Design and construction of facility.
Training room improvements	Upgrade training room Infrastructure for additional training space.
Transfer center surface repair and maintenance	Perform repair and maintenance of transit center (\$15,000 annually).



8.0 Air Transportation

8.1 Passenger Service

The Springfield Airport Authority owns and operates the Abraham Lincoln Capital Airport (airport identifier SPI), which is situated on 2,408 acres of land three miles northwest of downtown Springfield. The main entrance is off Illinois Route 29, a two-lane highway that widens to four lanes as it approaches the airport from the north and continues south into Springfield. Construction of the last segment of Illinois Route 4/Veterans Parkway improved access to the airport from the northeast and Interstate 55. There is no public transit service to the airport at this time. Taxicabs, hotel shuttles, and auto rentals are available. The airport's main entrance road was relocated to accommodate development on the adjacent military base. A stoplight controls the entrance intersection with dedicated turn bays from Illinois Route 29 to the airport. The road configuration was modified to combine Lots A and B into one main lot with a two-lane, one-way road circulating traffic within the airport. All parking spaces are considered long-term/short-term parking and are free of charge. The airport's passenger terminal and commercial aircraft serving the facility are accessible to people with disabilities, and the airport continues to make improvements annually to the terminal building and associated facilities.

In 2012, the Illinois Department of Transportation released an Economic Impact study that found Abraham Lincoln Capital Airport generates \$563.6 million in economic impact on the local Springfield economy, including 4,797 jobs. Tenants at the airport include the 183rd Fighter Wing of the Illinois Air National Guard, IDOT's Division of Aeronautics, Lincoln Land Community College's LRS Aviation Maintenance Training Center, StandardAero, and Stellar Aviation Group. The airport is designated as an Economic Activity Center (EAC) within the SATS Metropolitan Planning Area, and the Airport Authority has designated the airport's commerce park, located along Veteran's Parkway for commercial and general aviation use. The commerce park is approximately 150 acres total, with lots available from three to twenty-five acres each.

Three airlines currently provide commercial air service to Springfield (SPI) that collectively offer approximately 37 weekly departing flights from Springfield. United Airlines provides daily service to Chicago O'Hare International Airport (ORD) on regional jet aircraft, and American Airlines offers daily service to Dallas-Fort Worth International Airport (DFW) on regional jet aircraft. Allegiant Air provides twice-weekly service to Punta Gorda/Fort Myers (PGD) on full-size MD-80 or Airbus 320 aircraft.

Since 2010, airport ridership has increased by approximately 24.2%, an increase of 30,395 passengers. In 2011 and 2012, American Airlines had begun to offer twice-daily service to Dallas-Fort Worth, and Allegiant Airlines offered twice-weekly service to Orlando-Sanford and Punta Gorda/Fort Myers. In 2018, Allegiant discontinued service to Orlando-Sanford, resulting in an approximately 15.7% reduction of passengers served. In 2019, a total of 155,764 passengers utilized the Abraham Lincoln Capital Airport.

Figure 8.1 Abraham Lincoln Capital Airport Total Passengers			
Year	Passengers	#	%
2015	183,975	0	
2016	191,946	7,971	4.3%
2017	187,977	(3,969)	-2.1%
2018	158,406	(29,571)	-15.7%
2019	155,764	(2,642)	-1.7%

Source: Abraham Lincoln Capital Airport

The Airport Authority annually prepares a Transportation Improvement Program (TIP), which is a five-year compilation of capital projects and equipment upgrades with the estimated costs and funding sources. The

U.S. Department of Transportation and the Federal Aviation Administration provides for the planning and programming of airport improvement projects in concert with the Airport Improvement Program (AIP). The funding source to support these projects is primarily the Aviation Trust Fund, which is a depository for federal aviation fuel tax receipts. Congress establishes funding authorization and appropriations. The federal participation is 90%, and the State of Illinois generally provides a 50% match of the remaining 10% balance or 5% in conjunction with a 5% match from the local airport sponsor. Matching funds ratios may vary depending on the classification of the project.

In 2018, the Airport Authority announced the groundbreaking for a series of major capital improvements to the airport terminal and hangar areas. Building improvements include the rehabilitation of the fixed base operator facility's main hangers and the relocation of the general aviation terminal building. Hangars received new roofing, sidewalls, ceilings, lighting, heating systems, and floor finishes. The main passenger terminal received many updates, including an expanded secure passenger waiting lounge, updated entryways, widened corridors connecting gates to the baggage claim, new sidewalks and canopy, windows, roofing, and restrooms, along with the installation of a backup power generation unit. Lots A and B in the parking lot were consolidated, adding 225 parking spaces to the airport for passenger use, and a new roadway with updated lighting and improved traffic flow was constructed.

8.2 Air Freight

Currently, there are no daily freight carriers that operate scheduled flights from Abraham Lincoln Capital Airport. Minimal light freight transport does occur, which is shipped on commercial passenger carriers or with on-demand freight operators. The airport has available space for a start-up air freight transporter in the main terminal complex. It can accommodate future freight/cargo warehousing and sorting facilities at the airport's commerce park in the south quadrant.





9.0 Performance-Based Planning and Programming

SATS recognizes the importance of transportation performance-based planning and programming to provide greater accountability and transparency and to achieve a more efficient and effective investment of transportation resources. To date, the MPO has met all federal deadlines requiring the adoption of performance measures.

9.1 Background

Transportation performance management is a strategic, data-driven approach used to make investments and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is accomplished by establishing performance targets for key performance measures. Using a performance-based approach, decision-makers can apply key information and data to understand the consequences of investment decisions across transportation modes. For SATS, performance management provides a means to evaluate the functionality and operations of the regional transportation system by helping to inform decision-making and improve the accountability for efficient and effective implementation of programs and projects. Performance-based planning and programming serve the following three functions for the SATS area:

- **Plan Development:** Provide a means to quantify baseline system performance and impacts of plan options to support trade-off decisions and help communicate the anticipated impacts of different investment strategies.
- **Plan Implementation:** Support plan implementation by emphasizing agency goals/objectives and integrating them into budgeting, program structure, project selection, and project/program implementation policies.
- **Accountability:** Facilitate tracking and reporting on system performance relative to plan goals and objectives to support accountability for plan implementation and results.

9.2 Federal Legislation

In 2012, MAP-21 directed the United States Department of Transportation (USDOT) to establish performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision making through performance-based planning and programming. After national performance measures were established, the state departments of transportation (DOTs) and transit providers must:

- Establish performance targets that reflect the national measures,
- Report on progress towards achieving those targets,
- Develop performance-based plans for safety and asset management, and
- Implement a performance-based approach to planning and programming.

The FAST Act of 2015 continues the performance management and performance-based planning and programming introduced by MAP-21 with minor changes. As part of performance management, recipients of federal-aid highway funds will make transportation investments to achieve performance targets that make progress toward national goals.

In a series of rulemakings, FHWA and FTA have established national performance measures in areas such as safety, pavement and bridge conditions, travel time reliability, and transit asset management. The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (May 27, 2016) established the requirement that states, MPOs, and transit providers use performance measures to

document expectations for future performance. Each provider will have one year after the final rulemaking to establish performance targets for each set of performance measures. MPOs are required to establish performance targets within 180 days after the state or transit provider has established performance targets. MPOs may select to support the state target or adopt their own.

The United States Department of Transportation (USDOT) has published the following rulemakings which establish national performance measures for which state DOTs, transit providers, and MPOs must establish performance targets:

- Safety Performance Management Final Rule,
- Pavement and Bridge Condition Performance Management Final Rule,
- Travel Time Reliability Final Rule, and
- Transit Asset Management (TAM) Final Rule.

Pursuant with rulemakings, IDOT and each MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system for required performance measures. It documents performance targets and the progress achieved in meeting the targets in comparison with previous reports. Under the FHWA and FTA Planning Rules, the System Performance Report for the SATS MPA is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

9.3 System Performance

9.3.1 Safety Performance Measures

Safety performance measures (PM1) were established to reduce fatalities and serious injuries on all public roadways to support the Highway Safety Improvement Program (HSIP). Safety data is obtained through reports submitted by law enforcement officials and motorists following a crash. IDOT utilizes this information for several critical services including, crash data analyses, safety program design, and roadway engineering design. The five safety performance measures evaluate fatalities and serious injuries on all public roads:

- Total number of fatalities,
- Fatality rate per 100 million vehicle miles traveled (HVMVT),
- Total number of serious injuries,
- Serious injury rate per HVMVT, and
- Total number of non-motorized fatalities and serious injuries.

Each of the above safety performance measures are calculated using a five-year rolling average to smooth out irregularities (peaks and valleys) to more easily recognize an overall trend. Safety performance targets are provided annually by the states to FHWA for each safety performance measure. SATS most recently adopted the statewide safety performance targets on November 14, 2019.

Noteworthy information includes:

- The number of fatalities in the SATS MPA has fluctuated between 10 to 16 individuals since 2009. Statewide the total number has increased between 1.48 percent and 3.39 percent annually for each of the last four-reporting years.
- The fatality rates for the MPA and the state are similar, with both averaging .94 and .93, respectively, for the last four reporting years. According to the Fatality Analysis Reporting System (FARS), the nationwide average for this period is 1.15.

- The five-year average number of serious injuries in the MPA varies by 2.69 percent for the MPA and -0.75 percent statewide. SATS is experiencing a slight increase in serious injuries, while Illinois is experiencing a slight decrease.
- The serious injury rate in the MPA has averaged 16.43 over the last four years, while the serious injury rate in Illinois averages 11.58 for the same period. The SATS MPA figure is 41.9 percent higher than the state calculation.
- Non-motorized fatalities and serious injuries are on the rise both in Illinois and nationwide. While a linear trend line indicates a slight decrease in the number of fatalities and serious injuries in the SATS MPA, the number of fatalities and serious injuries increased 50 percent (18 to 27) during the last available reporting year.

As a result of electing to support state targets, the MPO is committed to:

- Working with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA. Staff have conducted and will continue to update a safety study for the entire county on a township level identifying crash sites, severity, and type. Plans include creating reports for each village and city.
- Coordinating with the state and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the LRTP. The 2045 LRTP meets this requirement.
- Integrating into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP (Strategic Highway Safety Plan).
 - SAT's member jurisdictions and the body as a whole will continue to place a priority on projects which improve safety for all users of the transportation network.
- Including a description in the TIP of the anticipated effect toward achieving HSIP targets in the MYP, linking investment priorities in the TIP to those safety targets.

Safety conditions and targets for the SATS MPA and statewide are on the following pages.

Figure 9.1 Total Number of Fatalities

Year	Reporting Timeframe	SATS		IDOT (Statewide)		
		# Fatalities	% Change	# Fatalities	% Change	Target
2012	2008 - 2012	13				
2013	2009 - 2013	14.2	9.23%			
2014	2010 - 2014	14.2	0.00%	943		
2015	2011 - 2015	14.2	0.00%	957	1.48%	
2016	2012 - 2016	14.4	1.41%	989.4	3.39%	
2017	2013 - 2017	13.6	-5.56%	1,017.60	2.85%	
2018	2014 - 2018					1,025.60
2019	2015 - 2019					1,005.10
2020	2016 - 2020					985.00

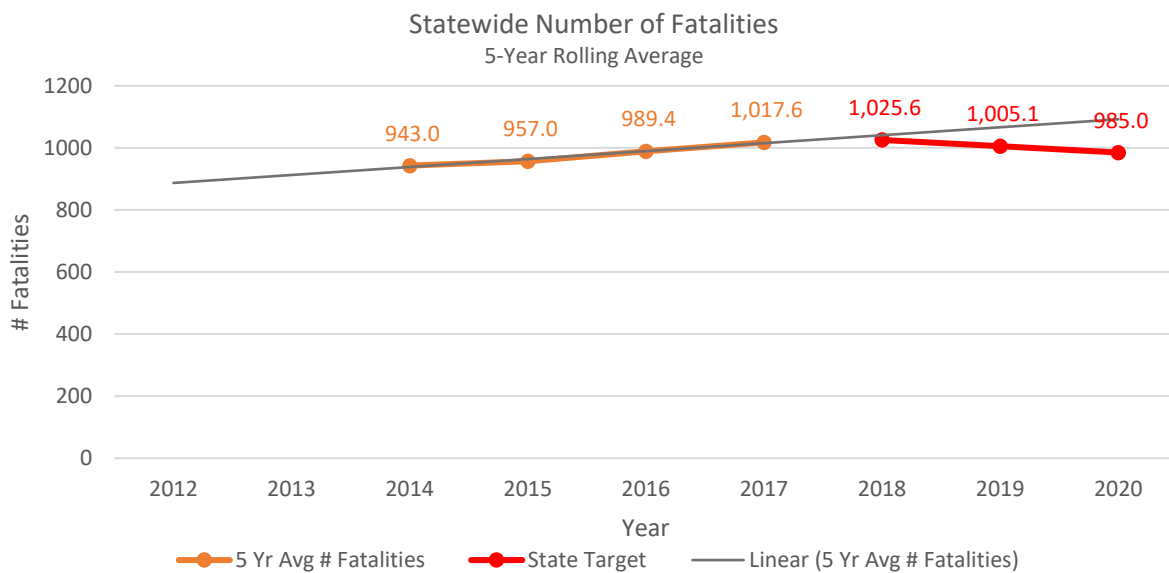
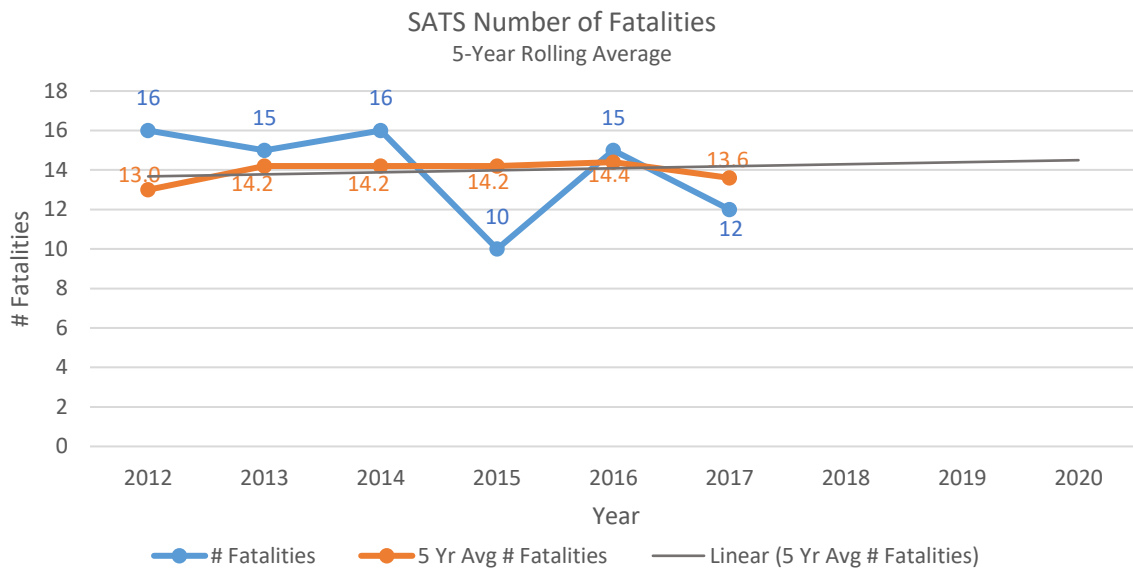


Figure 9.2 Fatality Rate per HMVMT

Year	Reporting Timeframe	SATS		IDOT (Statewide)		
		Fatality Rate	% Change	Fatality Rate	% Change	Target
2012	2008 - 2012	0.89				
2013	2009 - 2013	0.97	8.99%			
2014	2010 - 2014	0.96	-1.03%	0.90		
2015	2011 - 2015	0.95	-1.04%	0.91	1.11%	
2016	2012 - 2016	0.96	1.05%	0.94	3.30%	
2017	2013 - 2017	0.89	-7.29%	0.96	2.135	
2018	2014 - 2018					0.95
2019	2015 - 2019					0.93
2020	2016 - 2020					0.91

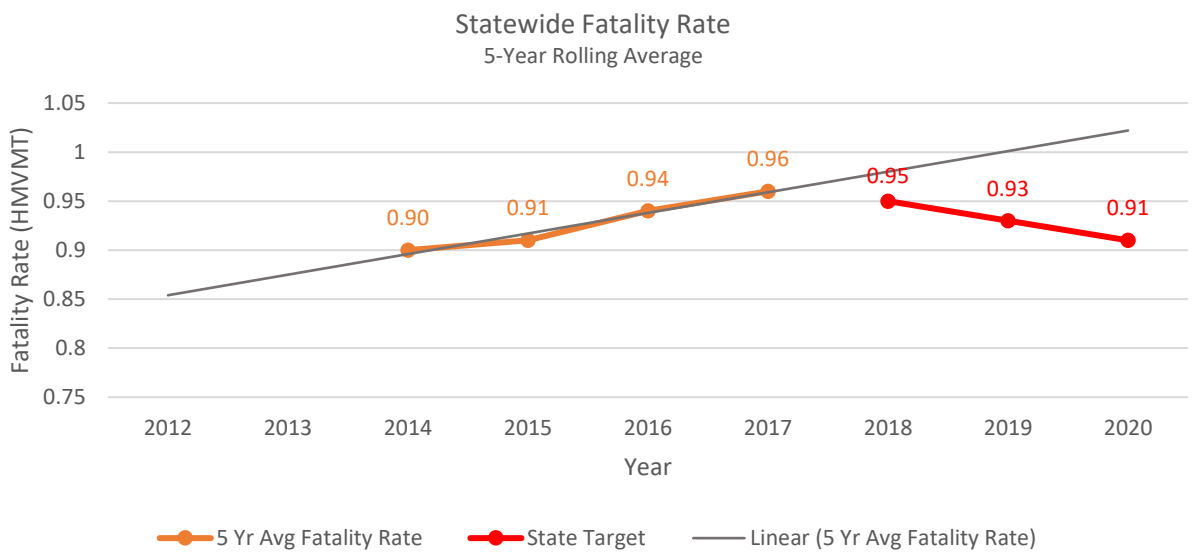
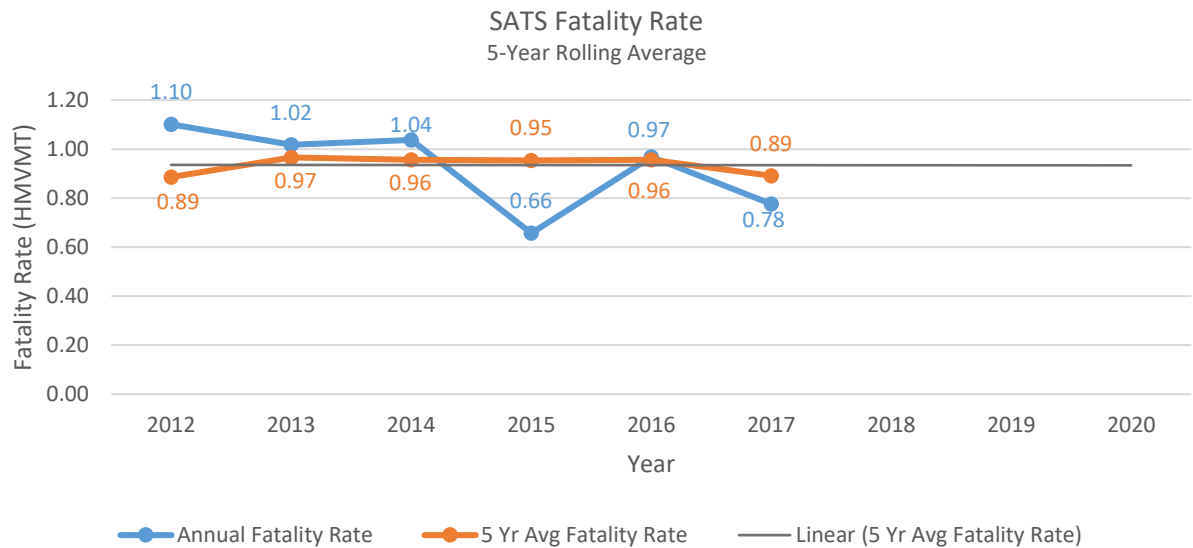


Figure 9.3 Total Number of Serious Injuries

Year	Reporting Timeframe	SATS		IDOT (Statewide)		
		# Serious Injuries	% Change	# Serious Injuries	% Change	Target
2012	2008 - 2012	241				
2013	2009 - 2013	237	-1.66%			
2014	2010 - 2014	238.2	0.51%	12,303.20		
2015	2011 - 2015	241	1.18%	12,245.80	35.00%	
2016	2012 - 2016	241	1.66%	12,168.00	-64.00%	
2017	2013 - 2017	244.6	-0.16%	12,111.80	-46.00%	
2018	2014 - 2018					12,149.80
2019	2015 - 2019					11,906.80
2020	2016 - 2020					11,168.7

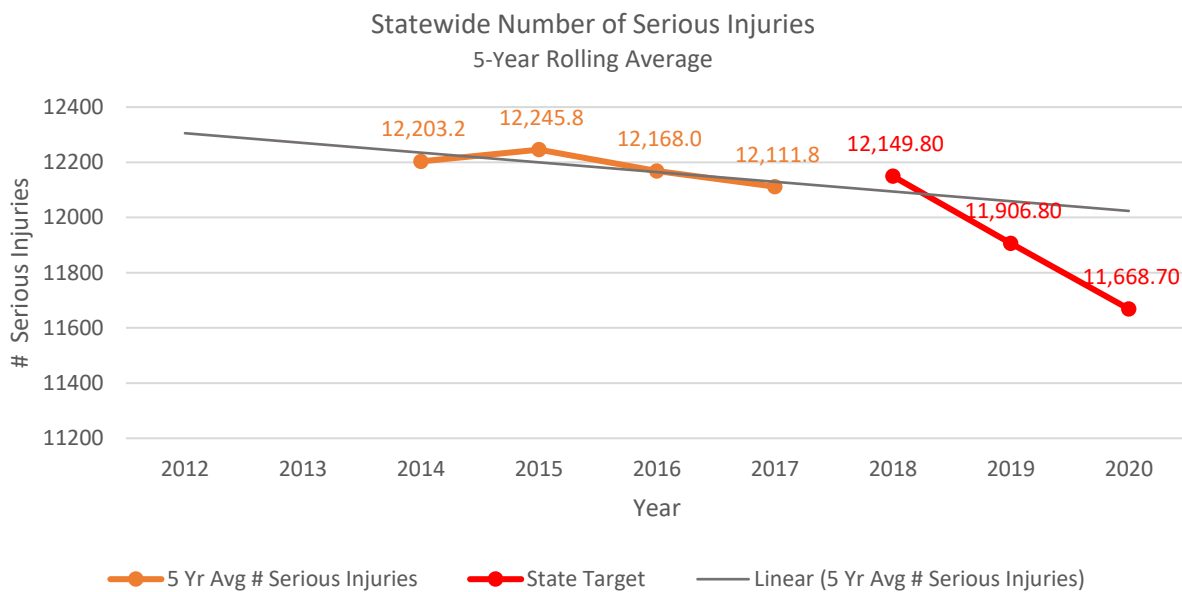
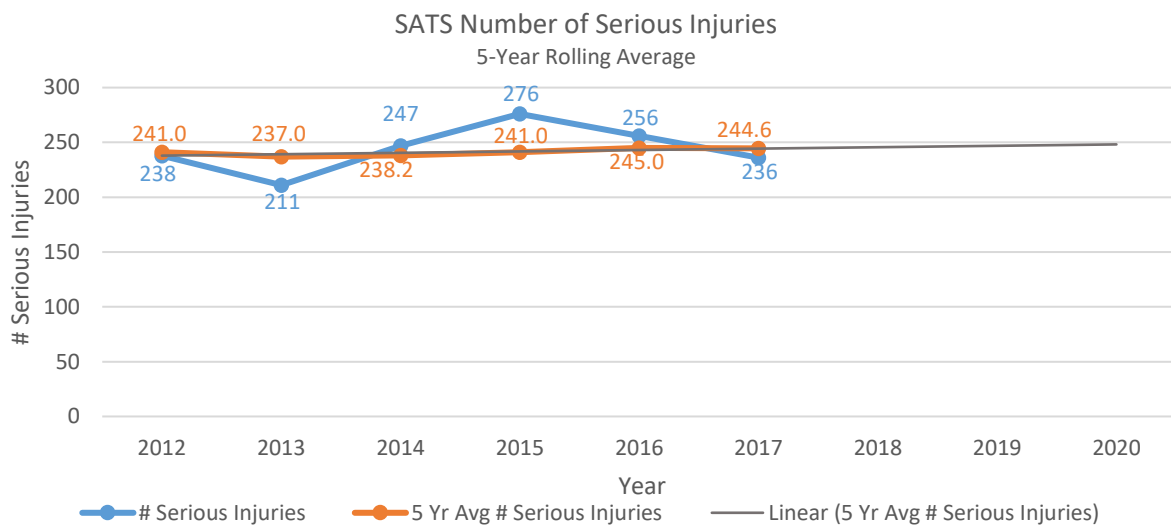


Figure 9.4 Serious Injury Rate per HMVMT

Year	Reporting Timeframe	SATS		IDOT (Statewide)		
		Serious Injury Rate	% Change	Serious Injury Rate	% Change	Target
2012	2008 - 2012	16.41				
2013	2009 - 2013	16.10	-1.89%			
2014	2010 - 2014	16.04	-0.37%	11.65		
2015	2011 - 2015	16.16	0.75%	11.70	0.43%	
2016	2012 - 2016	16.23	0.43%	11.54	-1.37%	
2017	2013 - 2017	16.01	-1.36%	11.41	-1.13%	
2018	2014 - 2018					11.24
2019	2015 - 2019					11.02
2020	2016 - 2020					10.8

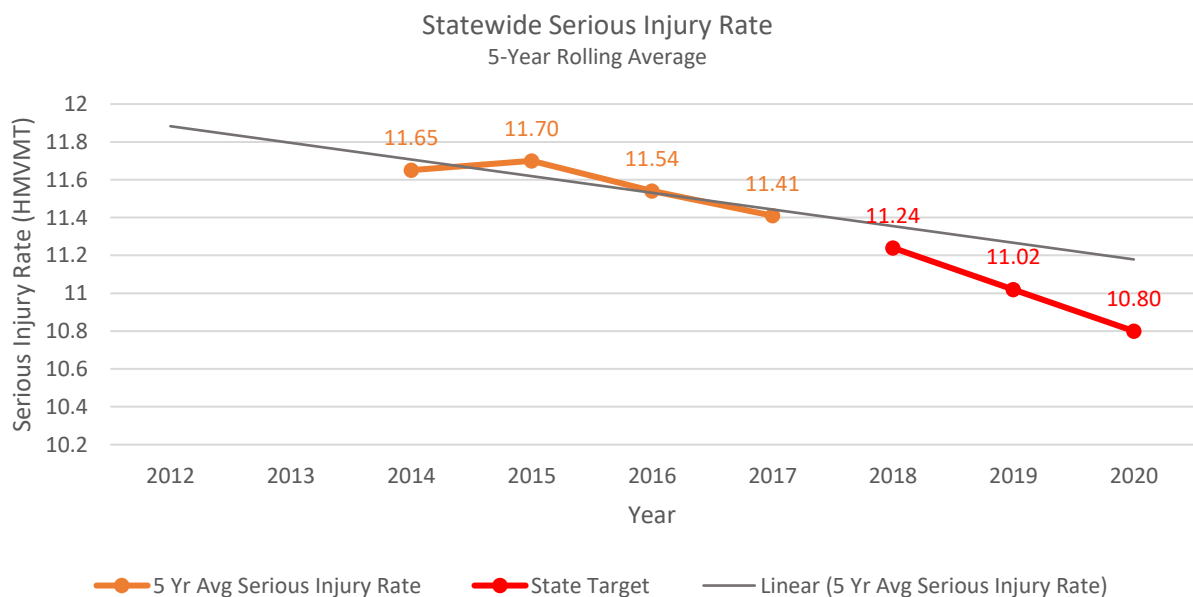
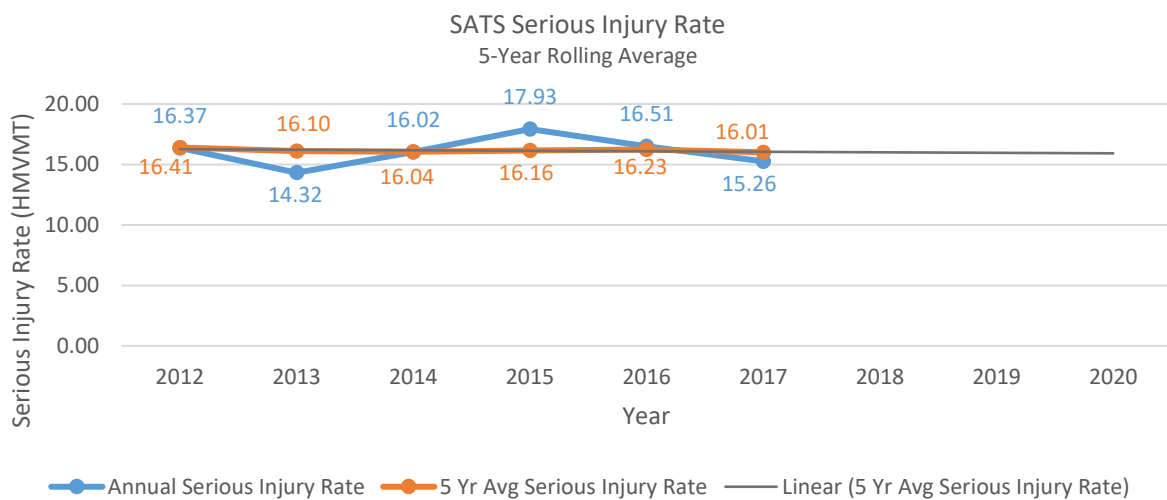
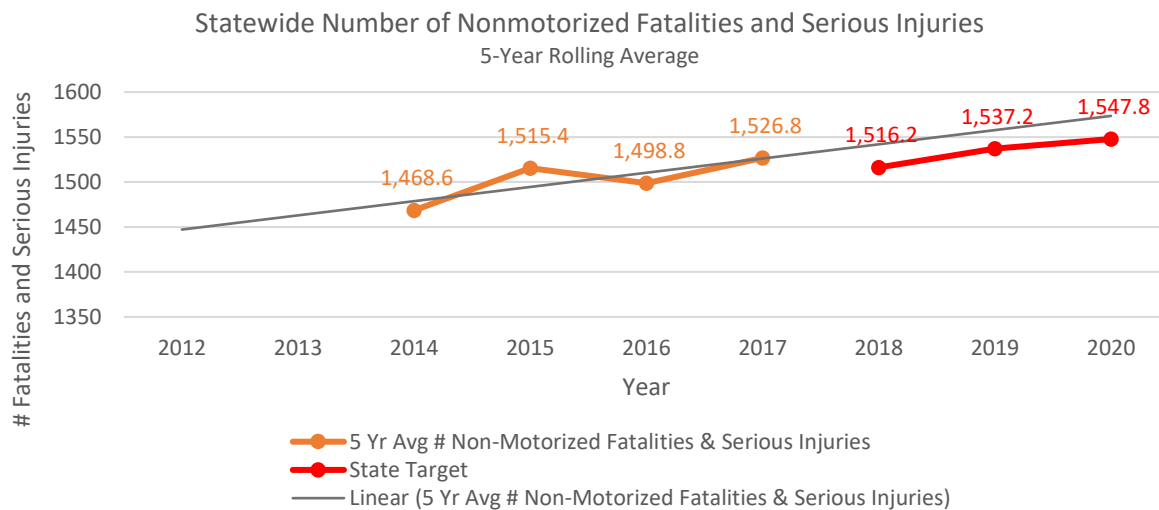
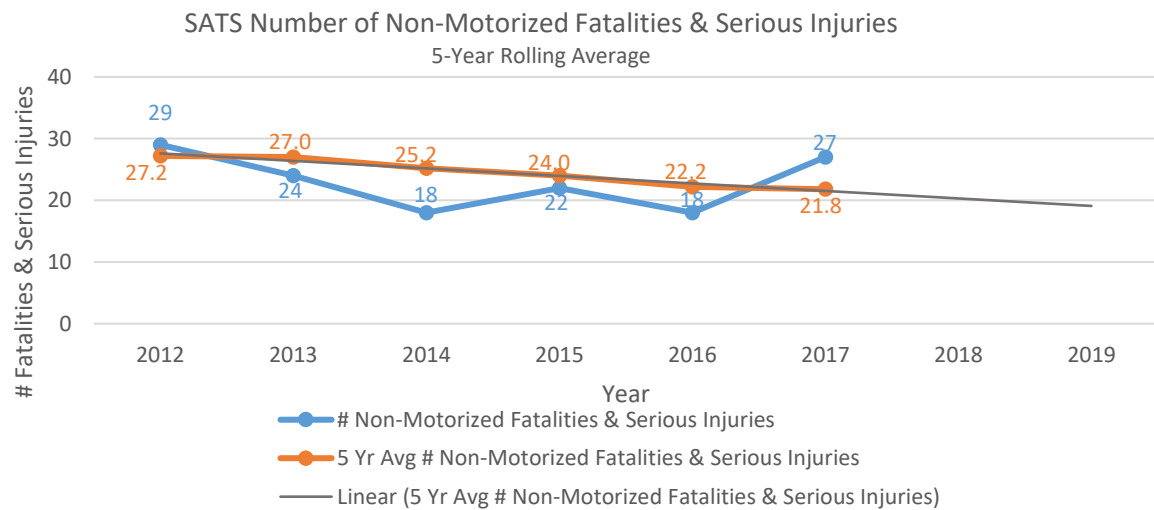


Figure 9.5 Total Number of Non-motorized Fatalities and Serious Injuries

Year	Reporting Timeframe	SATS		IDOT (Statewide)		
		# Serious Injuries	% Change	# Serious Injuries	% Change	Target
2012	2008 - 2012	27.2				
2013	2009 - 2013	27.0	-0.74%			
2014	2010 - 2014	25.2	-6.67%	1,468.6		
2015	2011 - 2015	24.0	-4.76%	1,515.4	1.48%	
2016	2012 - 2016	22.2	-7.5%	1,498.8	3.39%	
2017	2013 - 2017	21.8	-1.80%	1,526.8	2.85%	
2018	2014 - 2018					1,516.2
2019	2015 - 2019					1,537.2
2020	2016 - 2020					1,547.8



9.3.2 Pavement and Bridge Condition Performance Measures

The Pavement and Bridge Condition Performance Management Final Rule published by the FHWA established performance measures to address the conditions of pavement and bridges on both interstate and non-interstate roadways on the NHS. It is important to note that roadways and structures on the NHS account for only 12.9 percent of roadways and 42.7 percent of bridges in the MPA. This second performance measure rule (PM2) established six performance measures:

- Percent of interstate pavements in good condition,
- Percent of interstate pavements in poor condition,
- Percent of non-interstate NHS pavements in good condition,
- Percent of non-interstate NHS pavements in poor condition,
- Percent of NHS bridges by deck area classified as in good condition, and
- Percent of NHS bridges by deck area classified as in poor condition.

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years. Current two-year targets represent expected pavement and bridge conditions at the end of calendar year 2019, while the current four-year targets represent expected conditions at the end of calendar year 2021. SATS adopted the Illinois statewide PM2 targets and remain committed to improving streets and structures throughout the MPA.

Pavement Condition

The pavement condition measures represent the percentage of lane-miles on the interstate or non-interstate NHS that are in good condition or poor condition. FHWA established metrics to assess pavement condition: International Roughness Index (IRI), cracking percent, rutting, and faulting. For each metric, a threshold is used to establish good, fair, or poor condition (Figure 9.6).

Figure 9.6 Pavement Condition Thresholds			
Rating	Good	Fair	Poor
IRI (inches per mile)	<95.00	95-170	>170.00
Rutting (inches)	<0.20	0.20 - 0.40	>0.40
Faulting (inches)	<0.10	0.10 - 0.15	>0.15
Cracking (percent)		15-20 (asphalt)	>20 (asphalt)
	<5%	5 - 15 (JCP ¹)	>15 (JCP ¹)
		5 - 10 (CRCP ²)	>10 (CRCP ²)

¹JCP- Jointed concrete pavement

²CRCP- Continuously reinforced concrete pavement

The overall section condition (Figure 9.7) is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition, if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair. The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is

Figure 9.7 Pavement Rating by Type		
Overall Section Condition Rating	Pavement Type	
	Asphalt and Jointed Concrete	Continuous Concrete
	3 metric ratings (IRI, cracking, and rutting/faulting)	2 metric ratings (IRI/cracking)
Good	All three metrics rated "Good"	Both metrics rated "Good"
Poor	Two or more metrics rated "Poor"	Both metrics rated "Poor"
Fair	All other combinations	All other combinations

needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Noteworthy information includes:

- The percentage of interstate pavements rated as “poor” remained under one percent for both the SATS MPA and statewide.
- The majority of SATS and Illinois interstate pavements are rated “good;” however, the numbers declined slightly from 2017 to 2018.
- Non-interstate NHS roadways are predominantly in “fair” condition both statewide and in the SATS MPA.
- SATS “poor” non-interstate pavements decreased slightly in 2018, while such pavements increased statewide.
- The City of Springfield has maintenance responsibilities for less than five miles (four percent) of NHS interstate and non-interstate roadways in the MPA. IDOT has jurisdiction over nearly 108 miles (96 percent) of these roadways.

As a result of electing to support state targets, the MPO is committed to:

- Providing pavement condition information to stakeholders for roadways under their jurisdictions.
- SATS members will continue to prioritize projects that support improving pavement conditions on NHS roadways.
- Coordinating with the state and including pavement performance measures and targets in the LRTP and TIP, noting which projects are expected to support State targets.

Figures 9.8 and 9.9 on the following pages detail pavement condition information regarding the number of miles and percent of NHS interstate and NHS non-interstate roadways. Map 9.1, on page 106, illustrates pavement conditions on NHS roadways in the MPA.

Figure 9.8 NHS Interstate Pavement Condition

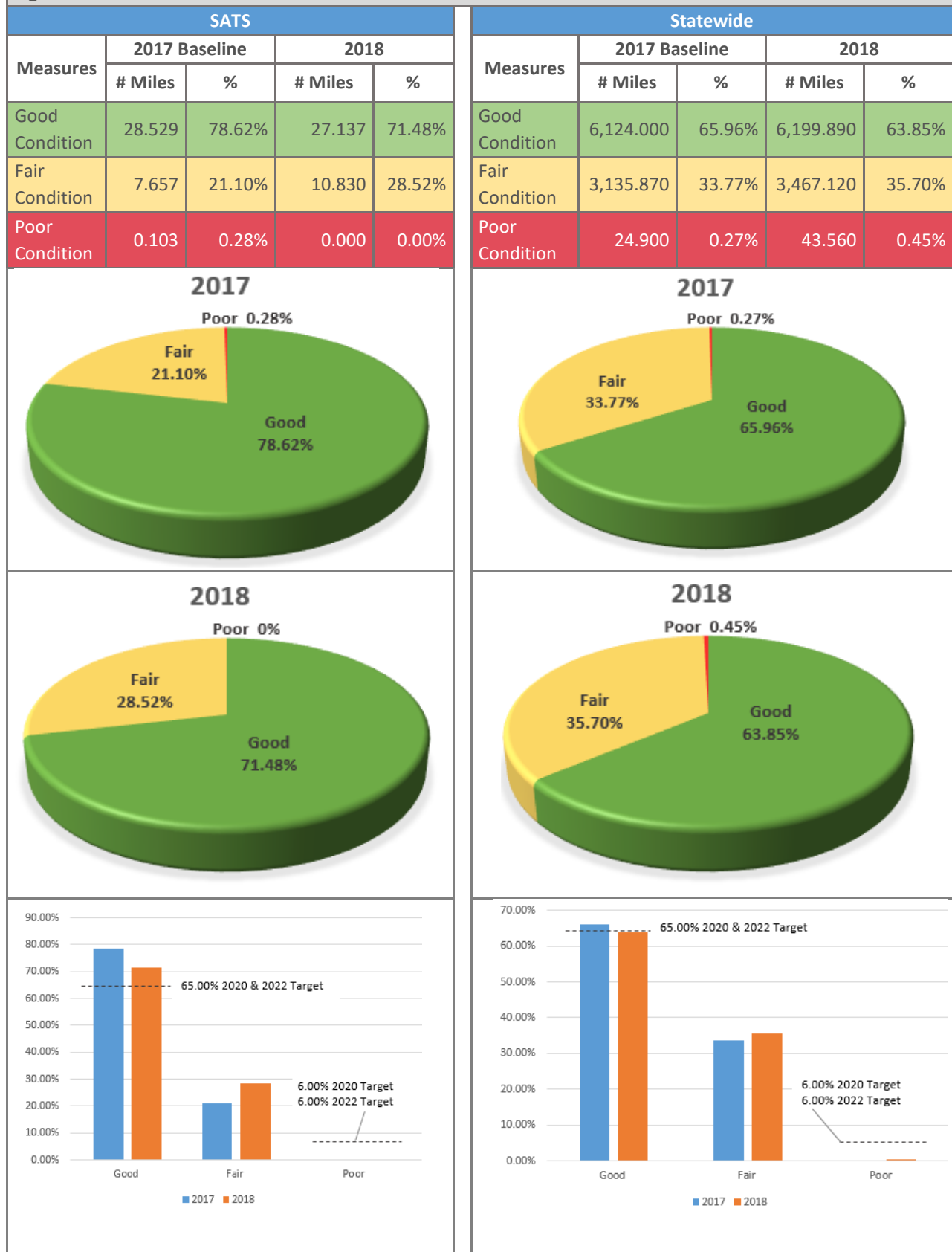
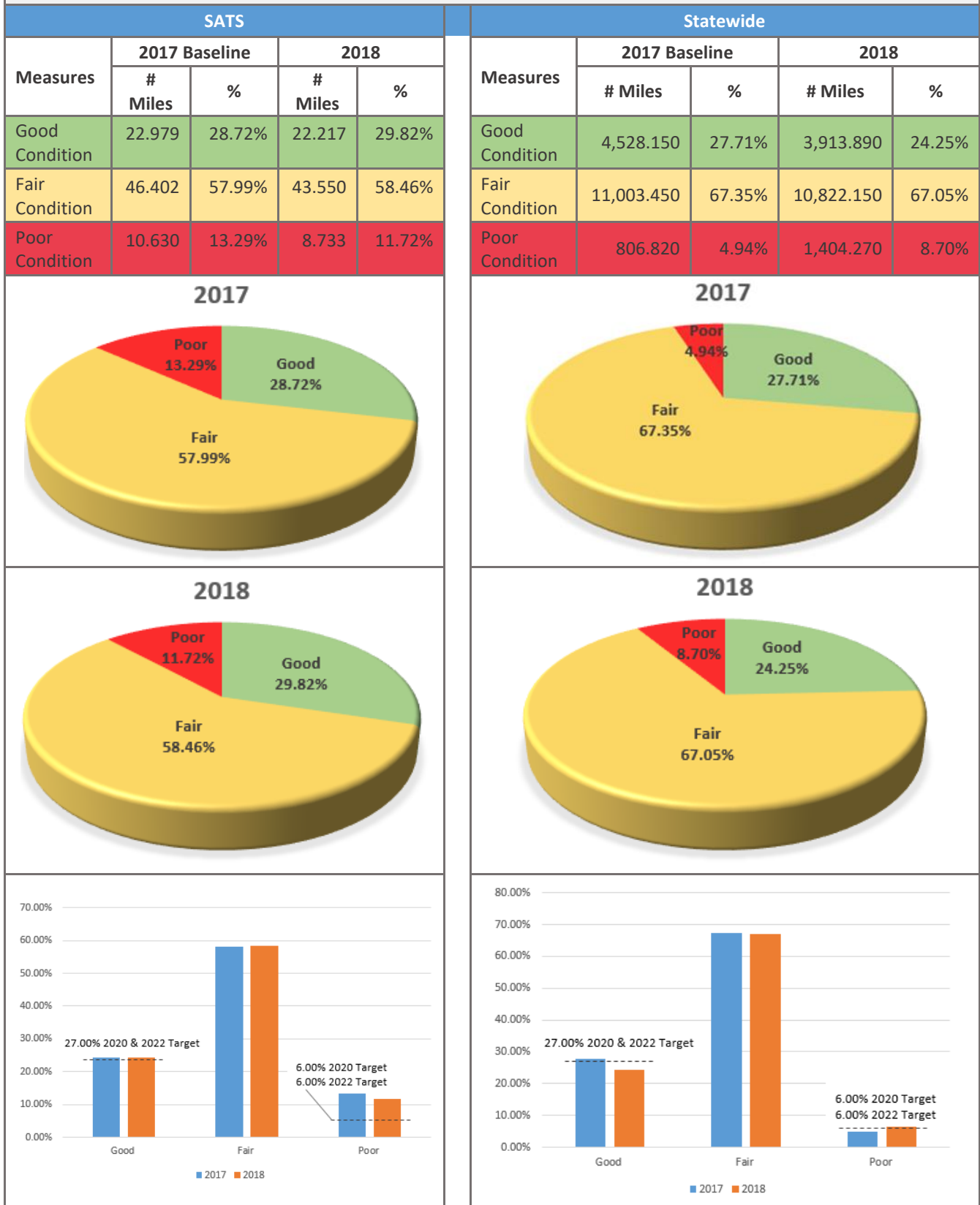
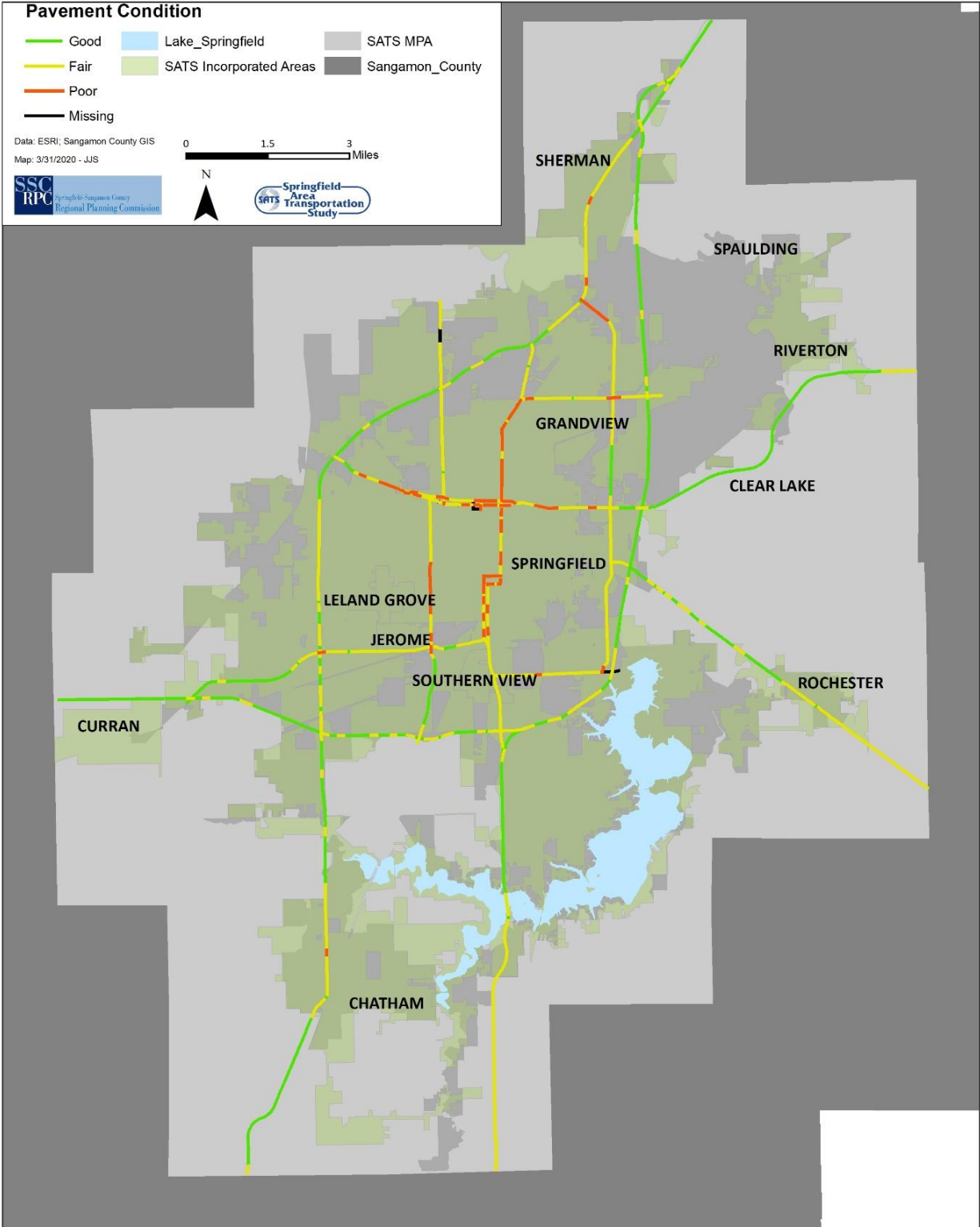


Figure 9.9 NHS Non-Interstate Pavement Condition



Map 9.1 Road Segments on the National Highway System (NHS) by Pavement Condition in the SATS MPA in 2018



Bridge Condition

The bridge condition performance measures address the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components (Figure 9.10): deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition.

Every structure on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair. To determine the percent of bridges in good or in poor condition, the sum of the total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

If ten percent or more of a state's total deck area is classified as structurally deficient for three consecutive years, the state is required to obligate and set aside National Highway Performance Program (NHPP) funds for eligible bridge projects on the NHS. Illinois structures have exceeded this figure. As a result, fifty-one percent of federal funding in the MPA went towards six bridge projects at multiple sites throughout the MPA in FY 2019.

Map 9.2 on the following page depicts locations of bridges on NHS roadways by condition. Summaries of conditions on NHS roadways in the SATS MPA and throughout Illinois are provided in Figures 9.11 and 9.12 on page 109.

Figure 9.10 Bridge Condition Thresholds

NBI Rating Scale	Good	Fair	Poor
(0 to 9)	9 8 7	6 5	4 3 2 1 0
Deck	7 or more	5 or 6	4 or less
Superstructure			
Substructure			
Culvert	7 or more	5 or 6	4 or less

Map 9.2 Bridges on the National Highway System (NHS) in the SATS MPA by Condition and Jurisdiction, 2018

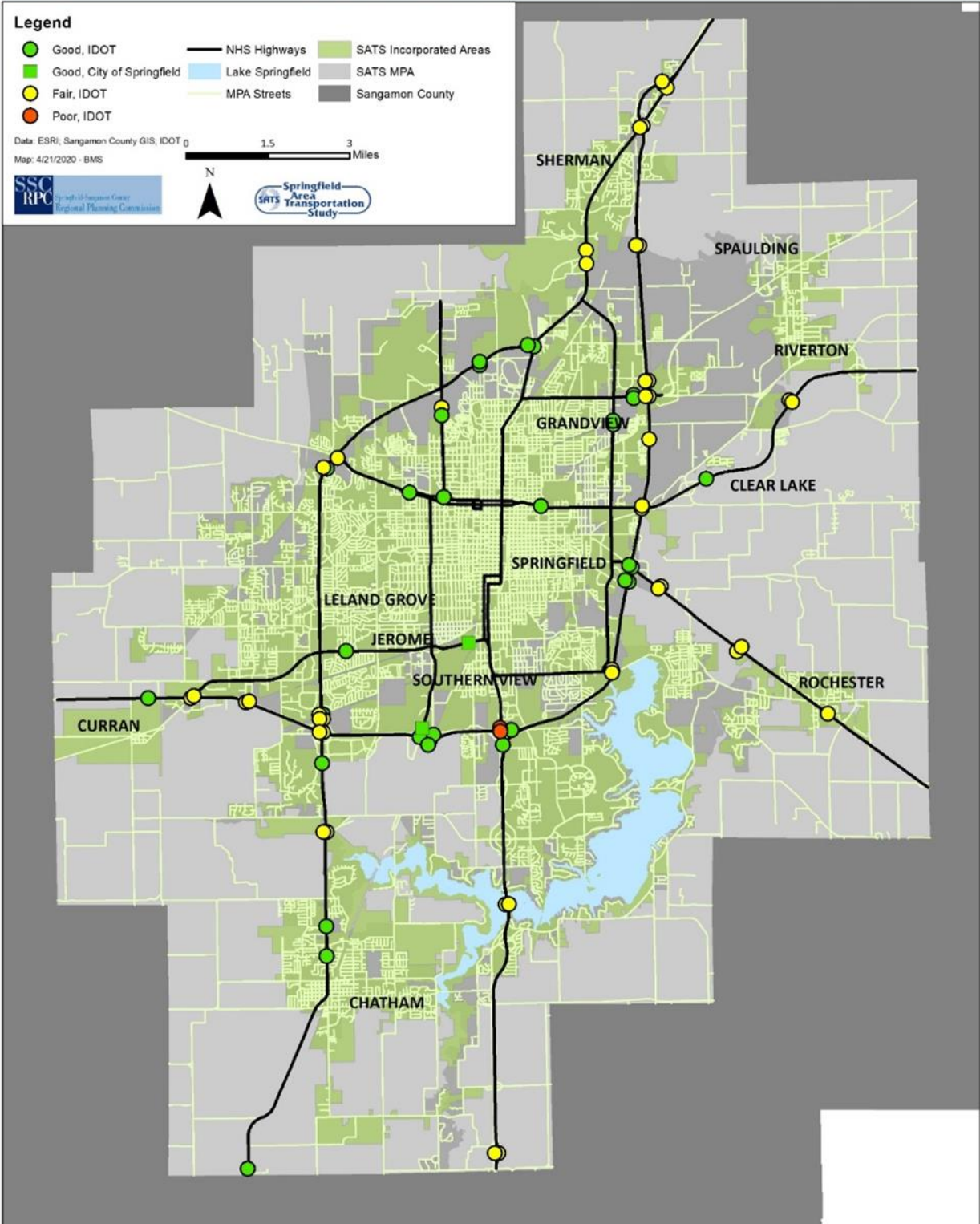


Figure 9.11 SATS Bridge Conditions on the NHS

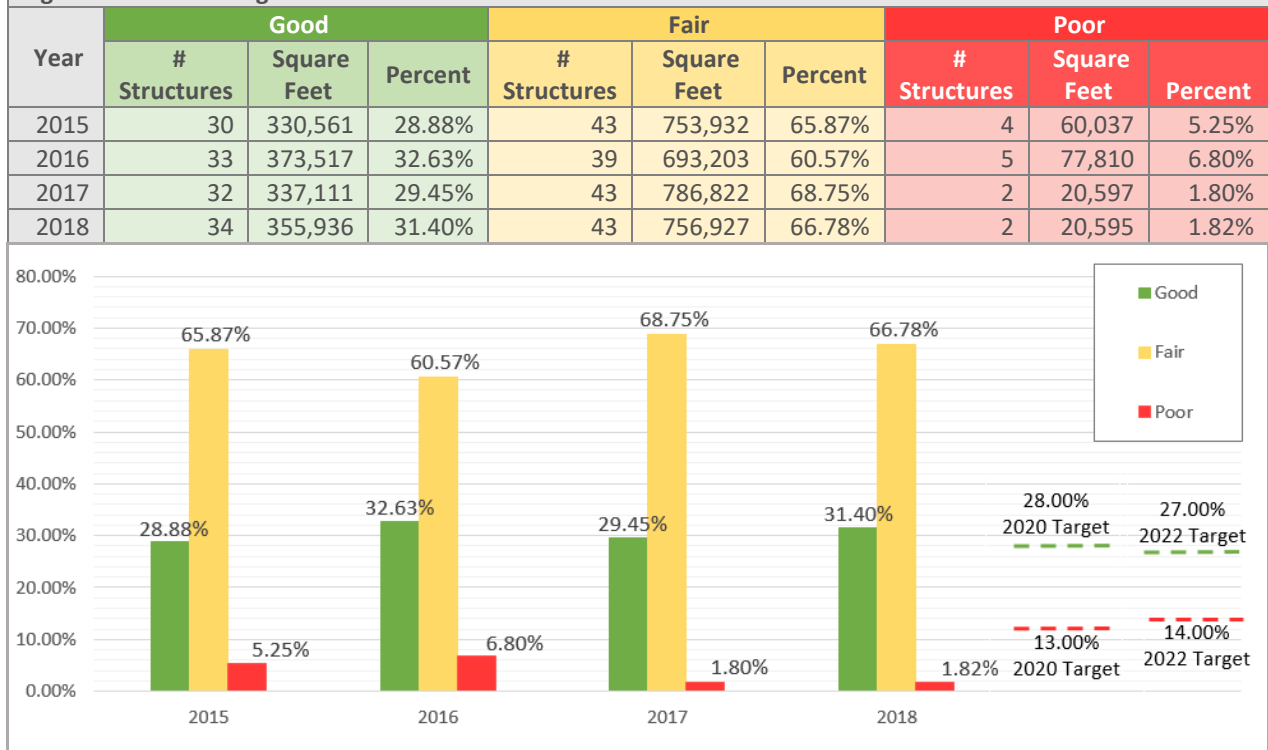
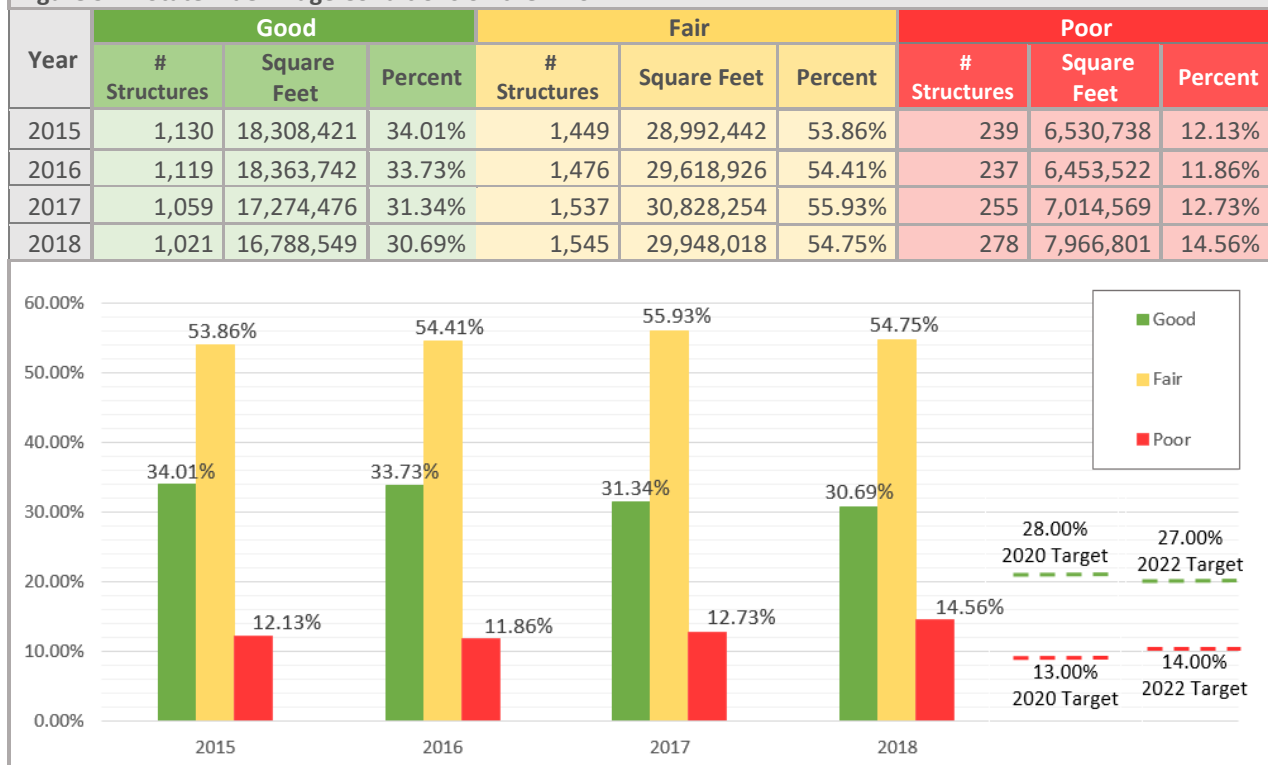


Figure 9.12 Statewide Bridge Conditions on the NHS



9.3.3 Travel Time Reliability Performance Management

The FHWA published the Travel Time Reliability Final Rule which established performance measures to evaluate the performance of the NHS and freight movement on the Interstate System, effective May 20, 2017. This performance measure rule established three performance measures (PM3):

- NHS System Performance
 - Percent of person-miles on the Interstate System that are reliable.
 - Percent of person-miles on the non-Interstate NHS that is reliable.
- Freight Movement on the Interstate
 - Truck Travel Time Reliability Index (TTTR).

The two system performance measures assess the reliability of travel times on the interstate or non-interstate NHS system. Travelers often have to build in a buffer to account for variabilities caused by road construction, weather, accidents, heavier traffic, and other incidents. Travel time reliability measures the extent of these unexpected delays compared to the free-flow and average travel times. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more periods have a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percent of person-miles traveled on the interstate or non-interstate NHS system that are reliable. Person-miles considers the number of people traveling in buses, cars, and trucks over these roadway segments.

Truck travel time reliability considers factors that are unique to the freight industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts on the system in planning for on-time arrivals. The efficient movement of freight is vital to the Nation's economy. Slow and unreliable travel results in diminished productivity and results in reduced efficiency, increased fuel costs, and reducing drivers' available hours for service.

Data for these measures is provided by FHWA through the National Performance Management Research Data Set (NPMRDS). Since February 2017, speed and travel time data from INRIX has been used for the NPMRDS, which is hosted by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab). States and MPOs can access the raw data at no cost. CATT Lab has also developed a MAP-21 tool to assist States and MPOs in calculating PM3 measures. This tool is available through a pooled fund effort led by the American Association of State Highway and Transportation Officials (AASHTO).

SATS has adopted the Illinois statewide targets. While system performance within the MPA is acceptable, member jurisdictions remain committed to providing a reliable network. Figure 9.14 below provides the most recent reporting year for travel time reliability.

Figure 9.13 Travel Time Reliability						
Performance Measure	SATS		IDOT (Statewide)			
	2017 Baseline	2018 Data	2017 Baseline	2018 Data	2020 Target	2022 Target
Percent of person-miles traveled on the interstate that are reliable	100.0%	100.0%	80.8%	78.5%	79.0%	77.0%
Percent of person-miles traveled on the non-interstate NHS that are reliable	87.9%	89.2%	87.3%	87.4%	85.3%	83.3%
Truck Travel Time Reliability Index	1.11	1.13	1.29	1.33	1.34	1.37

9. 4 Transit Asset Management

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation.

Transit asset management differs from the other performance areas in that data is provided by the individual public transit providers directly to IDOT and the MPO. SMTD and SMART are classified as Tier II providers, recipients of federal funding that own, operate, or manage 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode. As a result, like the MPO, transit providers may choose to have a TAM plan or participate in IDOT's group TAM plan with other Tier II providers. Both SMTD and SMART have elected to participate in the group plan. SATS supports the decision of our transit providers and has elected to support the Tier II provider targets.

Transit asset management performance measures have three major categories:

- Facilities,
- Revenue vehicles, and
- Non-revenue vehicles.

Facilities must be assessed at least every three years using the Transit Economic Requirements Scale (TERM). The overall condition of facilities includes inspection of components such as the site, substructure, interior, conveyance, plumbing, heating and air conditioning, electrical, fire protection, and equipment. The resulting rank ranges from one to five. Facilities scoring three and below are deemed to be in poor condition.

Vehicles are rated using the Useful Life Benchmark (ULB). The ULB is an acceptable period of use in service for a particular vehicle.

Table 9.14 on the following page provides data for the state, SMTD, and SMART performance targets.



[illegible]

Revenue Vehicles												
	Minibus/Cutaway		0	5	0%	0%	48%					
SMTD	Van/Cutaway	10/12	4	30	13%	13%	52%	4	34	12%	0%	
	Bus/Cutaway	12/10	4	51	8%	8%	30%	0	51	0%	0%	
	Minivan	5	4	9	44%	44%	67%	4	9	44%	44%	
	Minibus/Cutaway	9/10	0	1	0%		48%					
SMART	Van	7/10	0	4	0%	0%		0	4	0%	0%	
	Van	8/10	0	1	0%		52%					
	Non-Revenue Vehicles/Equipment											
	Automobile	5/10	1	3	33%	33%	46%	1	3	33%	33%	
SMTD	Other rubber tired equipment (including van and minivan)	5	2	5	40%	40%	57%	5	8	63%	63%	
SMART	None											
Agency	FTA Facility Type		FY 2018	Target for end of FY19				FY 2019				Agency Target for end of FY20
			Facilities Rated Below 3	Total Facilities	% Rated Below 3	Agency	Statewide	Facilities Rated Below 3	Total Facilities	% Rated Below 3		
Facilities												
SMTD	Admin/Maintenance		3	9	33%	33%	17%	2	8	25%	25%	
	Passenger/Parking		0				11%	0	5			
SMART	None											

Figure 9.15 below indicates that projects that correspond to performance measures and are anticipated to improve safety (PM 1), pavement (PM 2 P) and bridge (PM B) and system reliability (PM 3).

Figure 9.15 Planned Projects and System Performance Measures						
Map #	Project Description	Type of Improvement	PM 1	PM 2 P	PM 2 B	PM 3
Short Term Projects - Committed (2020-2024)						
1	Adams Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed				
5	11th Street and Ash Street	Traffic signal removal and replacement				
6	11th Street and Laurel Street	Traffic signal removal and replacement				
7	5th & 6th Street underpasses (Usable Segment IV - Ash Street to Stanford Avenue)	PE, ROW, utility relocation, C & CE for bridge replacement				
10	Archer Elevator Road: Yucan to Fielding & Rotary Park to Greenbriar	Construct urban three-lane road with bike lanes and sidewalks				
12	Bradfordton Road (CH 17): Pajim Lane to Old Jacksonville Road	Additional lanes				
20	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	MFT Overlay, ADA improvements				
22	Cockrell Lane: Ogden to Great Northern	PE - overlay and widening, sidewalks, bike lanes				
23	Dirksen Parkway: Peoria Road to north of Northfield Drive	Designed overlay, ADA improvements				
24	Dirksen Parkway: Stevenson Drive to South Grand Avenue in Springfield	Designed overlay, ADA improvements				
n/a	Downtown signal modernization project - Phase 1	Conversion of 4th and Adams Streets to two way, upgrading signals, including APS, new ATCMS system				
28	Enterprise Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed				
31	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (widening, intersection reconstruction)				
		Designed overlay, widening existing pavement, shared-use path, intersection improvements at West White Oaks and Hedley, and West White Oaks on the south side of Wabash				
33	Hilltop Road: IL 29 to Rochester Road	Reconstruction, add 2 lanes, sidewalks				

34	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: .1 mile north of Stevenson Drive to .1 mile north of Stanford Avenue	Additional lanes				
		Construction engineering				
		Land acquisition				
		Reconstruction, intersection improvement, turning lanes, sidewalks				
		Utility adjustment				
35	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: 5th Street: Spruce to north of Stanford Avenue; 6th Street: north of Stanford Avenue to Myrtle Street	Designed overlay, ADA improvements				
36	I-55 BUS, 6th Street, Stevenson Drive: I-72 to .1 mile north of Stevenson Drive	Additional lanes, turning lanes				
		Construction engineering				
		Land acquisition				
		Reconstruction, intersection improvement, turning lanes, sidewalks				
		Utility adjustment				
37	I-55, I-72, US 36: Under Cook Street	Bridge new deck				
38	I-55, I-72, US 36: Under West Lake Shore Drive	Bridge new deck				
40	I-55: Lake Springfield Bridge to 0.2 miles north of Southwind Road; I-72: Farmingdale Road to the west of Old Chatham Road; 0.4 miles east of I-55 north to 0.5 miles east of Overpass Road (inside Springfield MPO)	Crack & joint sealing				
41	I-55: north of Glenarm Interchange to 0.2 miles south of Lake Springfield Bridge	Standard overlay resurfacing, bridge repair, bridge joint replace/repair, slope wall repair				
42	I-55: over Illinois Central RR south of Springfield	Bridge new deck				
43	I-55: Sangamon River bridges 2.3 miles north of Springfield	Bridge deck overlay				
44	I-55: under Bissell Road	Bridge new deck				
n/a	I-55: various structures in the Springfield MPO area	Bridge painting				
45	I-72 over Wabash Avenue & Norfolk Southern RR 1.2 miles east of the Wabash Ave. Interchange	New bridge deck, bridge repair, bridge approach roadway, slope wall repair				
46	IL 29, Dirksen Parkway: .2 mile south of Clear Lake Avenue to .1 mile south of South Grand Avenue	Designed overlay				
47	IL 29, Sangamon Avenue (at Dirksen Parkway in Springfield)	Intersection reconstruction, left-turn lanes				
		Land acquisition				
		PE I, PE II, for intersection reconstruction				
		Utility adjustment				

48	IL 29: .1 mile south of Cardinal Hill Road to 0.4 miles south of Braner Road south of Rochester	Experimental preservation - (thin overlay), grinding, fog seal				
50	IL 97, IL 125: .5 mile west of IL 97/125 junction to Covered Bridge Road	Additional lanes, bridge (new)				
		Archaeological survey				
		Construction engineering				
		Land acquisition				
		Reconstruction, bridge replacement, intersection reconstruction, bridge (new)				
		Utility adjustment				
51	IL 97, Jefferson Street: Covered Bridge Road to .1 mile west of IL 4	Additional lanes				
		Archaeological survey				
		Construction engineering				
		Land acquisition				
		Reconstruction, bridge removal/demolition, pedestrian overpass				
		Utility adjustment				
53	Irwin Bridge Road - east of Smith Road	Bridge replacement				
54	Jackson Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed				
56	Lawrence Avenue Intersections: at MacArthur Boulevard and Walnut Street	Intersection improvements including adding a left turn lane, widening, sidewalk and ADA improvements, and traffic signal upgrades				
60	Madison & Jefferson Streets Underpasses (Usable Segment III)	PE, ROW, utility relocation, C & CE for bridge replacement				
63	Mechanicsburg-Illiopolis at Mt. Auburn Road: intersection of CH 33 and CH 57	Safety lighting				
64	Miller Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed				
65	New traffic signals: Koke Mill Road and Greenbriar Drive intersection	New traffic signals at the intersection of Koke Mill Road and Greenbriar Drive, including fiber optic interconnect				
66	North Grand Avenue underpass & UPRR tracks (Usable Segment VI)	PE, ROW, utility relocation, C & CE for bridge replacement				
69	Old Jacksonville Road: east of McKibben Lane to .2 mile east of Bradfordton Road; Bradfordton Road: north of Old Jacksonville Road to .1 mile south	Additional lanes				
70	Old Jacksonville Road: existing Bradfordton Road to proposed Bradfordton Road	Widening to 5 lanes, reconstruction, construction engineering				
73	Reynolds Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed				

79	Stevenson Drive: .1 mile east of I-55 BUS (6th Street) to Spaulding Bridge .3 mile east of I-55; Dirksen Parkway: Stevenson Drive to .1 mile north	Designed overlay, ADA improvements, sidewalks				
80	Walnut Street: Capitol Avenue to South Grand Avenue	Construction of road diet and traffic signal modernization, flashing left-turn arrows				
81	Walnut Street: Park Avenue to Meadow View Lane	Preliminary engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations				
		Construction and construction engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations				
83	Woodside Road (CH 23): .2 mile east of Old Chatham Road to MacArthur Boulevard Extension; Iron Bridge Road (CH 22): Union Pacific RR overpass to Woodside Road .4 mile south	Paving, widening and resurfacing				
84	Woodside Road (CH 23): underpass at Union Pacific RR	Design, construction & construction engineering				
85	Woodside Road (CH 23): west of MacArthur Boulevard extension to the east of North Lake Road (Phase II)	Railroad grade separation				
Intermediate Term Projects - Planned (2025-2034)						
1	9th Street/Peoria Road (BL 55): Converse Avenue to Sangamon Avenue	Reconstruction, widening, land acquisition, utility adjustment, PE, sidewalks				
2	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, sidewalks				
4	Ash Street: 19th Street/current Canadian Northern Corridor	Underpass				
5	Cantrall Creek Road: Menard County Line to IL 29	Widening, reconstruction, construction engineering, wide shoulders				
6	Cardinal Hill Road: Mechanicsburg Road to Buckhart Road	New construction (2 lanes), wide shoulders				
7	Cardinal Hill Road: I-72 to Mechanicsburg Road	New construction (2 lanes), wide shoulders				
n/a	Downtown signal modernization - Phase 3	Complete downtown signal modernizations				
n/a	Downtown signal modernization - Phase 2	Selective two-way street conversion, including signal modernizations, striping, and signage				

9	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & resurface, bike lanes, sidewalks, intersection reconstruction at West White Oaks Drive				
10	I-55 BUS: .2 mile north of Dirksen Parkway to .3 mile north of Andrew Road	Designed overlay				
11	I-55: .5 mile north of IL 54/Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville	Additional lanes and bridge widening				
		Construction Engineering				
		Reconstruction, bridge new deck and bridge replacement				
12	I-55: over IL 54 and Sangamon Avenue	Bridge deck overlay				
14	IL 4 (Southbound): over Norfolk Southern RR and Gateway West RR .1 mile north of I-72 Interchange	Bridge deck overlay				
15	IL 4 (Veterans Parkway): .2 mile north of Greenbriar Drive to south of Prairie Crossing Drive in Springfield	Designed overlay				
16	IL 4 (Veterans Parkway): at Lindbergh Boulevard	Left turn lanes, sidewalks				
17	IL 4: .2 mile north of Mansion Road to north of Teal Drive in Chatham	Designed overlay, ADA improvements				
18	IL 29: .2 mile southeast of Johns Street to .2 mile south of Cardinal Hill Road	Designed overlay, ADA improvements				
19	IL 54: .1 mile west of Prairie School Road to north of Bissell Road	Designed overlay, ADA improvements				
20	IL 54: At Main Street in Spaulding	Intersection reconstruction, left-turn lanes, traffic signal installation, RR interconnect				
21	IL 54: at Bissell Road	Left turn lanes, traffic signal installation, railroad interconnect, land acquisition, utility adjustment, lighting				
22	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Construction engineering				
		Reconstruction, traffic signal replacement, ADA improvements				
23	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-lane construction (no grade separations included)				
27	North Grand Avenue	Overpass at the Illinois & Midland Rail Corridor				
29	South Grand Avenue	Underpass at the 19th Street Rail Corridor				
30	Stanford Avenue: 6th Street to 11th Street	Overlay, widening, bike lanes, sidewalks				

n/a	Traffic and pedestrian signal modernizations	Upgrades and enhancements to existing traffic signal and pedestrian signals and infrastructure				
31	West White Oaks Drive and Iles Avenue	Signal modernization project to upgrade traffic signals and improve the level of service				
Long Term Projects - Planned (2035-2045)						
1	Bradfordton Road: approximately 1 mile south of IL 97	Bridge widening, construction engineering (structure # 084-3419)				
2	Bradfordton Road: Jefferson Street to Washington Street	Widen (add 1 lane), wide shoulders				
3	Bradfordton Road: Polecat Creek Road to IL 4	New construction (3 lanes), wide shoulders				
4	I-55: Southwind Drive to N of IL 54/ Sangamon Ave and I-72: IL 4 (Veterans Parkway) to I-55	Additional lanes, reconstruction, interchange reconstruction, bridge replacement				
5	Iron Bridge Road: proposed Iron Bridge Road to Plummer Boulevard	Construction, construction engineering, wide shoulders				
6	Mechanicsburg Road (CH 12): I-72 to Sangamon River	Construction, construction engineering, wide shoulders				
7	Old Jacksonville Road: west of Pine Creek Drive to Bradfordton Road	Reconstruct 2 lanes, add 2 lanes, sidewalks				

10.0 Goals, Objectives, Strategies, and Measures

SATS MPO will continue to move forward based upon a performance-driven, outcome-based approach to planning through the implementation of goals and objectives to build upon those adopted in the 2040 L RTP and policies affecting transportation decision-making in the MPA.

Figure 10.1 Goals, Objectives, Strategies, and Measures		
Objective	Strategy	Measure
Goal 1: Support the economic vitality of the MPA.		
Accommodate efficient freight movement by truck through the MPA.	Examine current and forecasted freight movement.	Maintain identified truck routes in the road system.
		Maintain identified agricultural routes in the road system.
		Monitor truck-travel time to identify bottlenecks and system performance.
Improve access to Economic Activity Centers and for all users of the transportation network.	Monitor major employers and economic activity centers in the MPA to ensure access to goods and services for all modes of transportation.	Utilize planning tools to identify destinations for users of the transportation network.
		Track progress of Pedestrian Priority Network (PPN).
		Track progress of the Envisioned Bike Network (EBN).
		Assure public transportation is serving major employers and economic activity centers through mapping and tracking progress.
Goal 2: Increase the safety and security of the transportation system for motorized and non-motorized users.		
Reduce the severity and number of crashes in the MPA.	Utilize crash data from IDOT to monitor progress in supporting IDOT's safety performance targets.	Analyze and map data to identify sites where traffic calming elements, grade separations, or other safety improvements may reduce the number and severity of incidents.
Improve and expand safe access for non-motorized transportation users.	Utilize planning tools to identify destinations for users of the transportation network.	Track progress of Pedestrian Priority Network (PPN).
		Track progress of the Envisioned Bike Network (EBN).
	Assure public transportation is serving major attractors in the MPA.	Map and track access to attractors by transit users.

Minimize threats and impacts to the transportation network and its users.	Work with planning partners and the Office of Emergency Services to prepare for incidents that affect the transportation network.	Develop a map of alternate transportation maps in the MPA when incidents occur along the interstate system and other major roadways.
Goal 3: Increase the accessibility and mobility of people and freight.		
Create an interconnected road network.	Improve the efficiency of the road network.	Track progress towards building missing links in the road network that can be used by jurisdictions in transportation decision-making.
	Assure economic corridors and agricultural, emergency service, and truck routes are maintained and expanded when undertaking transportation system development.	Track and map current conditions and proposed projects that affect the named routes and corridors.
Create an interconnected pedalcycle network.	Improve the efficiency and facilities of the pedalcycle network.	Map and monitor progress of the EBN and access to attractors and other communities that can be used by jurisdictions in transportation decision-making.
Create an interconnected pedestrian network.	Improve the efficiency and facilities of the pedestrian network.	Map and monitor progress of the PPN and access to attractors and other communities that can be used by jurisdictions in transportation decision-making.
Create an interconnected inter-modal transportation system.	Utilize technological tools available to the MPO to determine travel patterns and attractors.	Map and monitor progress on connectors between modes of transportation.
Goal 4: Protect and enhance the environment.		
Avoid new construction in and/or minimize impact to floodplains, wetlands, greenways, archaeological resources, and habitat of threatened and endangered species.	Consult with IDOT, Illinois Department of Natural Resources (IDNR), and the Historic Preservation Agency to minimize impact to these areas.	Identify, analyze, track, and map transportation and development projects that may negatively impact ecologically significant areas.
	Utilize planning tools, such as the Landuse Evolution and Impact Assessment Model (LEAM), to assess the impact of policy and investment management decisions.	

Goal 5: Enhance the efficiency, integration, and connectivity of the transportation system.		
Assure the transportation network, including freight, is expanded as development occurs.	Review access and capacity along corridors affected by new development for all modes of transportation.	Analyze, map, and track existing infrastructure serving new development to determine areas where improvement should occur.
Improve the efficiency of the transportation network.	Utilize planning tools to identify bottlenecks and roadways that exceed capacity.	Identify, map, and track areas with existing and potential problems impairing efficient travel.
Goal 6: Maintain the existing transportation system.		
Assist jurisdictions in the most efficient use of financial resources in data-driven transportation decision making.	Utilize pavement and bridge condition tools available to MPOs to report to jurisdiction on system conditions.	Analyze, map, and track pavement and bridge condition performance measures, both on and off the National Highway System (NHS).
Maintain a transit fleet of vehicles that have not exceeded their useful lives.	Employ transit asset management tools to monitor fleet inventory.	Monitor transit asset management performance measures to replace vehicles that have exceeded their useful life, as funding allows.
Goal 7: Enhance travel and tourism.		
Improve access to tourist destinations for all users of the transportation network.	Continue to monitor access to tourist attractions in the MPA to ensure access to goods and services for all modes of transportation.	Track progress of the Priority Pedestrian Network.
		Track progress of the Envisioned Bike Network.
		Assure public transportation is serving to tourist attractions.
		Improve wayfinding signage to tourist destinations.
Utilize the multi-use trail to improve access to tourist attractions throughout the MPA.	Continue expansion of the multi-use trail network.	Track and map the progress of multi-use trails.
		Build on-road connectors identified in the Envisioned Multi-Use Trail Network.

11.0 Fiscal Constraint

Fiscal constraint is a key component of the transportation planning process. It is the responsibility of the MPO to include sufficient information in transportation plans and programs to demonstrate that the projects in the LRTP and transportation improvement program (TIP) can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues.

The Rebuild Illinois Capital Plan was passed in 2019. It allocated 33.2 billion dollars for transportation, including 25.3 billion dollars for road and bridge projects, 4.6 billion dollars for mass transit, 1 billion for rail, and 312 million for grade crossing protection.

11.1 Road, Bridge, Pedalcycle, and Pedestrian Projects

Jurisdictions work with IDOT annually to slot projects using local programs and available allocated or awarded state and federal funding for bridges and roads. These road and bridge projects may also include pedalcycle and pedestrian facilities following Complete Streets provisions. The result is IDOT's Highway Improvement Program that covers a six-year planning horizon.

Municipalities are primarily responsible for funding the maintenance of roadways, sidewalks, and pedalcycle accommodations under their jurisdictions. These types of projects are often funded at the local level with Motor Fuel Use Tax and other revenues. As such projects do not include federal funding and are not regionally significant, they are not required to be included in MPO plans and programs.

11.2 Transit Projects

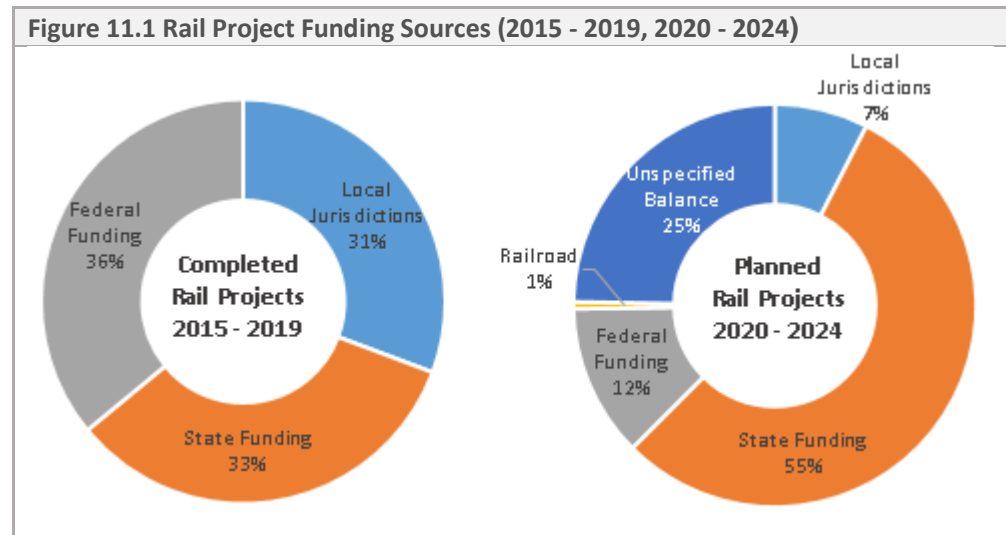
SMTD and SMART are recipients of a variety of route revenue, tax revenue, state assistance, and federal funding for transit improvements. Based upon the fiscal years of 2015 through 2019, the primary source of SMTD funding for such projects, 56 percent, is provided through state assistance. Route and tax revenues account for only five percent and 12 percent, respectively. The remaining funding necessary, approximately 27 percent, is provided by Federal grants and programs. SMART began operating in Sangamon County in 2019 and has not had any transit improvements that require reporting since that time.

11.3 Rail Projects

Rail projects for fiscal years 2015 through 2019 totaled nearly 78.5 million dollars in support of the High-Speed Rail and Springfield Rail Improvements Projects. Funding was almost evenly distributed between local jurisdictions (31 percent) and state (33 percent) and federal (36 percent) programs. The City of Springfield invested over 21 million dollars and was the primary source of local funding. The Illinois Commerce Commission's (ICC) Grade Crossing Protection Fund and IDOT's Office of Intermodal Project Implementation were the significant sources of state funding at 15.9 million dollars and six million dollars, respectively. The federal American Recovery and Reinvestment Act awarded \$8.5 million, and the Transportation Investment Generating Economic Recovery Act awarded \$4.4 million.

Nearly \$305 million in rail projects are planned for fiscal years 2020 through 2024. At this time, approximately \$75 million, or 25 percent, of project costs are unspecified. The Rebuild Illinois Public Infrastructure (RIPI) component of Illinois' Capital Plan designated \$122 million for the Springfield Rail Improvement Project. The ICC had committed \$11 million for each of the underpasses at Madison Street, Jefferson Street, and North Grand Avenue. As a result, the state is providing the majority of funds at this time. Sponsoring jurisdictions plan to apply for additional federal and state grants in the future for both these short term projects and the \$87 million of intermediate projects.

These projects demonstrate fiscal responsibility based upon the level of support of the rail consolidation at all levels to date.



12.0 Project Lists

Projects are divided into both planned and illustrative lists. Planned projects demonstrate fiscal constraint and are divided into the following time frames:

- **Short term projects** (Figures 12.1.1 and 12.1.2) are those which are planned to take place in the next five years (2020 – 2024) and funding has been committed, or secured.
- **Intermediate term projects** (Figure 12.2) are anticipated to be initiated in the next six to fifteen years (2025 – 2034). Funding for these projects may already be committed or is actively being sought.
- **Long term projects** (Figure 12.3) are envisioned for the next sixteen to twenty-five years. Illustrative projects have partial, or no identified sources of funding and are divided based upon their priority as determined by the jurisdictions.
- **Priority illustrative projects** (Figure 12.4) have been identified as projects that have been deemed to have a higher level of importance when seeking funding.
- **Secondary illustrative projects** (Figure 12.5) are those which have been identified by the jurisdiction as beneficial projects, yet the jurisdiction may have difficulty in providing their local match.

Project costs are based on the anticipated year of expenditure (YOE).

The project lists also denote the type of project by mode:

- R – Road
- B – Bridge
- RR – Rail
- PC – Pedalcycle
- PD – Pedestrian
- Transit projects are available only on a five-year planning horizon and are compiled on a separate list.

12.1 Short Term Projects

12.1.1 Road and Bridge, Rail, Pedalcycle and Pedestrian Project Lists

Figure 12.1.1 Short Term Projects - Committed (2020-2024)

Map #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)	R	B	RR	PC	PD
1	Adams Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield	-			o		
2	10 1/2 Street at Ash Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
3	10 1/2 Street at Laurel Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
4	10th Street at North Grand Avenue: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
5	11th Street and Ash Street	Traffic signal removal and replacement	Springfield	\$ 250,000	o				
6	11th Street and Laurel Street	Traffic signal removal and replacement	Springfield	\$ 250,000	o				
7	5th & 6th Street underpasses (Usable Segment IV - Ash Street to Stanford Avenue)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield	\$ 50,000,000			o		
8	8th Street bridge at Spring Creek .3 mi north of Veteran's Parkway	Bridge replacement	Springfield	\$ 1,000,000		o			
		Construction engineering		\$ 120,000		o			
9	9th Street at Ash Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
N/A	Annual Pavement Management System	Preliminary engineering	County	\$ 160,000	o				
N/A	Annual Sidewalk Maintenance Program	Replace/construct PCC sidewalks & sidewalk ramps	Springfield	\$ 5,000,000					o
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield	\$ 35,000,000	o				o
N/A	Annual Street & Road Maintenance Program	Oil & chip seal; crack seal; concrete patch; asphalt patch; brick patch; salt	Springfield	\$ 25,000,000	o				
N/A	Annual Traffic Maintenance Program	Signal maintenance; striping	Springfield	\$ 2,500,000	o				

10	Archer Elevator Road: Yucan to Fielding & Rotary Park to Greenbriar	Construct urban three-lane road with bike lanes and sidewalks	Springfield	\$ 5,197,860	o			o	o
N/A	Black Diamond Road (CH 28) Bridge: structures south of Pawnee #084-0300 1.4 miles north of Divernon Road and #84-3034 .5 mile south of Divernon Road	Bridge replacement	County	\$ 2,000,000		o			
11	Bradfordton Road (CH 17): Pajim Lane to Old Jacksonville Road	Additional lanes	County	\$ 1,882,000	o				
12	Bradfordton Road (CH 17): Washington Street to Pajim Lane	Reconstruction	County	\$ 3,118,000	o				
N/A	Brittin Road: North of Andrew Road	Culvert replacement	County	\$ 250,000	o	o			
13	Browning Road Bridge (CH 59): at Spring Creek	Bridge replacement	County	\$ 1,500,000		o			
N/A	Burnstine Road - east of Smith Road	Bridge replacement	County	\$ 250,000		o			
14	Cardinal Hill Road (CH 37): 1.2 miles south of IL 29 to .3 mile north of St. Hilaire Road and New City Road to Christian County Line	Cold in-place recycling, cape seal	County	\$ 1,400,000	o				
15	Cardinal Hill Road (CH 37): FAS 627 from 1.5 miles north of IL 104 to CH 40	Construction	County	\$ 325,000	o				
N/A	Cardinal Hill Road: 1.5 miles north of CH 40 (New City Road)	Deck replacement	County	\$ 2,000,000		o			
N/A	CH 12: pavement management	Construction	County	\$ 2,300,000	o				
N/A	CH 15, 37, 43: pavement management	Construction	County	\$ 145,000	o				
N/A	CH 8: pavement management	Construction	County	\$ 125,000	o				
16	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	MFT Overlay, ADA improvements	Springfield, Leland Grove	\$ 5,000,000	o				o
17	Churchill Road Bridge - over the Old Jacksonville branch, south of Jefferson Street	Bridge replacement Construction engineering	Springfield	\$ 1,150,000 \$ 120,000		o			
18	Cockrell Lane: Ogden to Great Northern	PE - overlay and widening, sidewalks, bike lanes	Springfield	\$ 315,000	o			o	o
19	Dirksen Parkway: Peoria Road to north of Northfield Drive	Designed overlay, ADA improvements	IDOT - District 6	\$ 2,700,000	o				o

20	Dirksen Parkway: Stevenson Drive to South Grand Avenue in Springfield	Designed overlay, ADA improvements	IDOT - District 6	\$ 2,400,000	o				o
21	Division Street at rail corridor: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
N/A	Downtown signal modernization project - Phase 1	Conversion of 4th and Adams Streets to two way, upgrading signals, including APS, new ATCMS system	Springfield	\$ 4,240,000	o				
22	Drawbridge Road Bridge - over the Old Jacksonville branch, south of Wabash Avenue	Construction engineering Bridge replacement	Springfield	\$ 80,000 \$ 750,000		o			
23	East Lake Shore Dr. (west of Hunt Road to 0.6 mile north of Chatham Road)	Standard overlay resurfacing	IDOT - District 6	\$ 775,000	o				
24	Enterprise Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield	-			o		
25	Greenbriar Drive: Lenhart Road to Bradfordton Road	New construction, sidewalks	Private Developer	\$ 1,566,000	o				o
26	Greenbriar Drive: West Road to Koke Mill Road	New construction, sidewalks	Private Developer	\$ 1,670,000	o				o
27	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (widening, intersection reconstruction) Designed overlay, widening existing pavement, shared-use path, intersection improvements at West White Oaks and Hedley, and West White Oaks on the south side of Wabash	Springfield	\$ 200,000 \$ 2,250,000	o			o	o
28	Hedley Road: Lenhart Road to Archer Elevator Road	New construction	Private Developer	\$ 1,272,000	o				
29	Hilltop Road: IL 29 to Rochester Road	Reconstruction, add 2 lanes, sidewalks	Springfield	\$ 5,220,000	o				o
30	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: .1 mile north of Stevenson Drive to .1 mile north of Stanford Avenue	Additional lanes Construction engineering Land acquisition Reconstruction, intersection improvement, turning lanes, sidewalks Utility adjustment	IDOT - District 6	\$ 800,000 \$ 200,000 \$ 2,000,000 \$ 12,000,000 \$ 500,000	o				o

31	I-55 BUS, 5th Street, 6th Street, Stanford Avenue: 5th Street: Spruce to north of Stanford Avenue; 6th Street: north of Stanford Avenue to Myrtle Street	Designed overlay, ADA improvements	IDOT - District 6	\$ 2,900,000	o				o
32	I-55 BUS, 6th Street, Stevenson Drive: I-72 to .1 mile north of Stevenson Drive	Additional lanes, turning lanes	IDOT - District 6	\$ 6,000,000	o				o
		Construction engineering		\$ 1,900,000					
		Land acquisition		\$ 4,300,000					
		Reconstruction, intersection improvement, turning lanes, sidewalks		\$ 19,000,000					
		Utility adjustment		\$ 1,000,000					
33	I-55, I-72, US 36: Under Cook Street	Bridge new deck	IDOT - District 6	\$ 1,600,000		o			
34	I-55, I-72, US 36: Under West Lake Shore Drive	Bridge new deck	IDOT - District 6	\$ 1,600,000		o			
35	I-55: .5 mile north of IL 54/Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville	Land acquisition	IDOT - District 6	\$ 900,000	o				
		PE II (Phase II)		\$ 6,000,000					
		Utility adjustment		\$ 450,000					
36	I-55: Lake Springfield Bridge to 0.2 mile north of Southwind Road; I-72: Farmingdale Road to the west of Old Chatham Road; 0.4 mile east of I-55 north to 0.5 mile east of Overpass Road (inside Springfield MPO)	Crack & joint sealing	IDOT - District 6	\$ 158,000	o				
37	I-55: north of Glenarm Interchange to 0.2 mile south of Lake Springfield Bridge	Standard overlay resurfacing, bridge repair, bridge joint replace/repair, slopewall repair	IDOT - District 6	\$ 18,900,000		o			
38	I-55: over Illinois Central RR south of Springfield	Bridge new deck	IDOT - District 6	\$ 7,000,000		o			
39	I-55: Sangamon River bridges 2.3 miles north of Springfield	Bridge deck overlay	IDOT - District 6	\$ 4,000,000		o			
40	I-55: under Bissell Road	Bridge new deck	IDOT - District 6	\$ 1,600,000		o			
N/A	I-55: various structures in the Springfield MPO area	Bridge painting	IDOT - District 6	\$ 620,000		o			
41	I-72 over Wabash Avenue & Norfolk Southern RR 1.2 miles east of the Wabash Ave. Interchange	New bridge deck, bridge repair, bridge approach roadway, slopewall repair	IDOT - District 6	\$ 7,500,000		o			

42	IL 29, Dirksen Parkway: .2 mile south of Clear Lake Avenue to .1 mile south of South Grand Avenue	Designed overlay	IDOT - District 6	\$ 1,520,000	o				
43	IL 29, Sangamon Avenue (at Dirksen Parkway in Springfield)	Intersection reconstruction, left turn lanes	IDOT - District 6	\$ 16,000,000	o				
		Land acquisition		\$ 2,500,000					
		PE I, PE II, for intersection reconstruction		\$ 1,500,000					
		Utility adjustment		\$ 1,250,000					
44	IL 29: .1 mile south of Cardinal Hill Road to 0.4 mile south of Braner Road south of Rochester	Experimental preservation - (thin overlay), grinding, fog seal	IDOT - District 6	\$ 850,000	o				
45	IL 54: at Main Street in Spaulding	Land acquisition	IDOT - District 6	\$ 100,000	o				
46	IL 97, IL 125: .5 mile west of IL 97/125 junction to Covered Bridge Road	Additional lanes, bridge (new)	IDOT - District 6	\$ 13,000,000	o	o			
		Archaeological survey		\$ 100,000					
		Construction engineering		\$ 1,000,000					
		Land acquisition		\$ 4,700,000					
		Reconstruction, bridge replacement, intersection reconstruction, bridge (new)		\$ 19,000,000					
		Utility adjustment		\$ 2,150,000					
47	IL 97, Jefferson Street: Covered Bridge Road to .1 mile west of IL 4	Additional lanes	IDOT - District 6	\$ 13,000,000	o	o			o
		Archaeological survey		\$ 150,000					
		Construction engineering		\$ 2,500,000					
		Land acquisition		\$ 5,400,000					
		Reconstruction, bridge removal/demolition, pedestrian overpass		\$ 23,000,000					
		Utility adjustment		\$ 2,500,000					
48	Iron Bridge Road (CH 22): Overpass at Union Pacific Railroad	Construction & construction engineering	County	\$ 10,918,955			o		
N/A	Irwin Bridge Road - east of Smith Road	Bridge replacement	County	\$ 900,000		o			
49	Jackson Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield	-			o		
50	Koke Mill Road - Old Jacksonville Road to Washington Street	PE, overlay and widening, sidewalks, bike lanes	Springfield	\$ 6,000,000	o			o	o
51	Lawrence Avenue Intersections: at MacArthur Boulevard and Walnut Street	Intersection improvements including adding a left turn lane, widening, sidewalk and ADA improvements, and traffic signal upgrades	Springfield	\$ 1,500,000	o				o

52	Lenhart Road: Iles Avenue to Bunker Hill Road	Cold in-place recycling with overlay, add lane, bike lanes, sidewalks	Springfield, Private Developer	\$ 1,000,000	o			o	o
N/A	Lynn Road: at Thompson Road	Culvert replacement	County	\$ 225,000		o			
53	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Land acquisition	IDOT - District 6	\$ 11,000,000	o				
		PE I, PE II, for reconstruction	IDOT - District 6	\$ 2,500,000					
		Utility adjustment	IDOT - District 6	\$ 1,000,000					
54	Madison & Jefferson Streets Underpasses (Usable Segment III)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield	\$ 50,000,000			o		
N/A	McQueen Road: north of Booth Road	Bridge replacement	County	\$ 600,000		o			
55	Mechanicsburg Road (CH 12): I-72 Ramp (eastbound) to west of Sangamon River Bridge	Reconstruction	County	\$ 2,300,000	o				
N/A	Mechanicsburg-Illiopolis at Mt. Auburn Road: intersection of CH 33 and CH 57	Safety lighting	County	\$ 56,000	o				
56	Miller Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield	-			o		
57	New traffic signals: Koke Mill Road and Greenbriar Drive intersection	New traffic signals at the intersection of Koke Mill Road and Greenbriar Drive, including fiber optic interconnect	Springfield	\$ 350,000	o				
58	North Grand Avenue underpass & UPRR tracks (Usable Segment VI)	PE, ROW, utility relocation, C & CE for bridge replacement	Springfield	\$ 66,000,000			o		
59	Oak Crest Road -east of Overpass Road	Culvert replacement	County	\$ 250,000		o			
60	Oak Crest Road over Sangamon River - bridge over Sangamon River with approach work	Major bridge replacement	County	\$ 2,600,000		o			
61	Old Jacksonville Road: east of McKibben Lane to .2 mile east of Bradfordton Road; Bradfordton Road: north of Old Jacksonville Road to .1 mile south	Additional lanes	County	\$ 2,900,000	o				
62	Old Jacksonville Road: existing Bradfordton Road to proposed Bradfordton Road	Widening to 5 lanes, reconstruction, construction engineering	County	\$ 3,500,000	o				

63	Princeton Avenue at 6th Street: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
64	Reservoir Street at rail corridor: 10th Street Corridor/planned rail consolidation	Road to be closed	Springfield	-			o		
65	Reynolds Street: 10th Street Corridor/planned rail consolidation	Crossing to be closed	Springfield	-			o		
N/A	Salisbury Road: .05 mile west of Richland Road	Culvert extension	County	\$ 325,000		o			
66	Sangamon County Transportation Center and parking garage	Construction and construction engineering	County	\$ 68,000,000			o		
67	Sangamon Valley Trail - Centennial Park, Bunker Hill Road to Auburn Road	Phase I study	County	\$ 696,000				o	o
N/A	Sangamon-Morgan County Line Road: south of St. Mary's Road: bridge replacement	Bridge replacement	County	\$ 250,000		o			
68	South Grand Avenue and Cook Street underpasses (Usable Segment V - 9th to 11th Streets)	ROW, utility relocation, C & CE for bridge replacement	Springfield	\$ 30,115,216			o		
69	Stanford Avenue (CH20): 11th Street to Fox Bridge Road	Designed overlay, widening existing pavement, bikeway, sidewalks	Springfield	\$ 4,000,000	o			o	o
70	Stevenson Drive: .1 mile east of I-55 BUS (6th Street) to Spaulding Bridge .3 mile east of I-55; Dirksen Parkway: Stevenson Drive to .1 mile north	Designed overlay, ADA improvements, sidewalks	IDOT - District 6	\$ 5,700,000	o				o
N/A	Various locations in Sangamon County	Cold in-place recycling	County	\$ 2,055,000	o				
71	Walnut Street: Capitol Avenue to South Grand Avenue	Construction of road diet and traffic signal modernization, flashing left turn arrows	Springfield	\$ 1,000,000	o				

72	Walnut Street: Park Avenue to Meadow View Lane	Preliminary Engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham	\$ 1,500,000	o			o	o
		Construction and Construction Engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations							
N/A	West Logan County Line Road: .25 mile east of Petefish Road	Culvert replacement	County	\$ 250,000		o			
73	Woodside Road (CH 23): .2 mile east of Old Chatham Road to MacArthur Boulevard Extension; Iron Bridge Road (CH22): Union Pacific RR overpass to Woodside Road .4 mile south	Paving, widening and resurfacing	County	\$ 462,000	o				
74	Woodside Road (CH 23): underpass at Union Pacific RR	Design, construction & construction engineering	County	\$ 20,340,710			o		
75	Woodside Road (CH 23): west of MacArthur Boulevard extension to the east of North Lake Road (Phase II)	Railroad grade separation	County	\$ 9,214,000			o		

Short Term Roads and Bridges

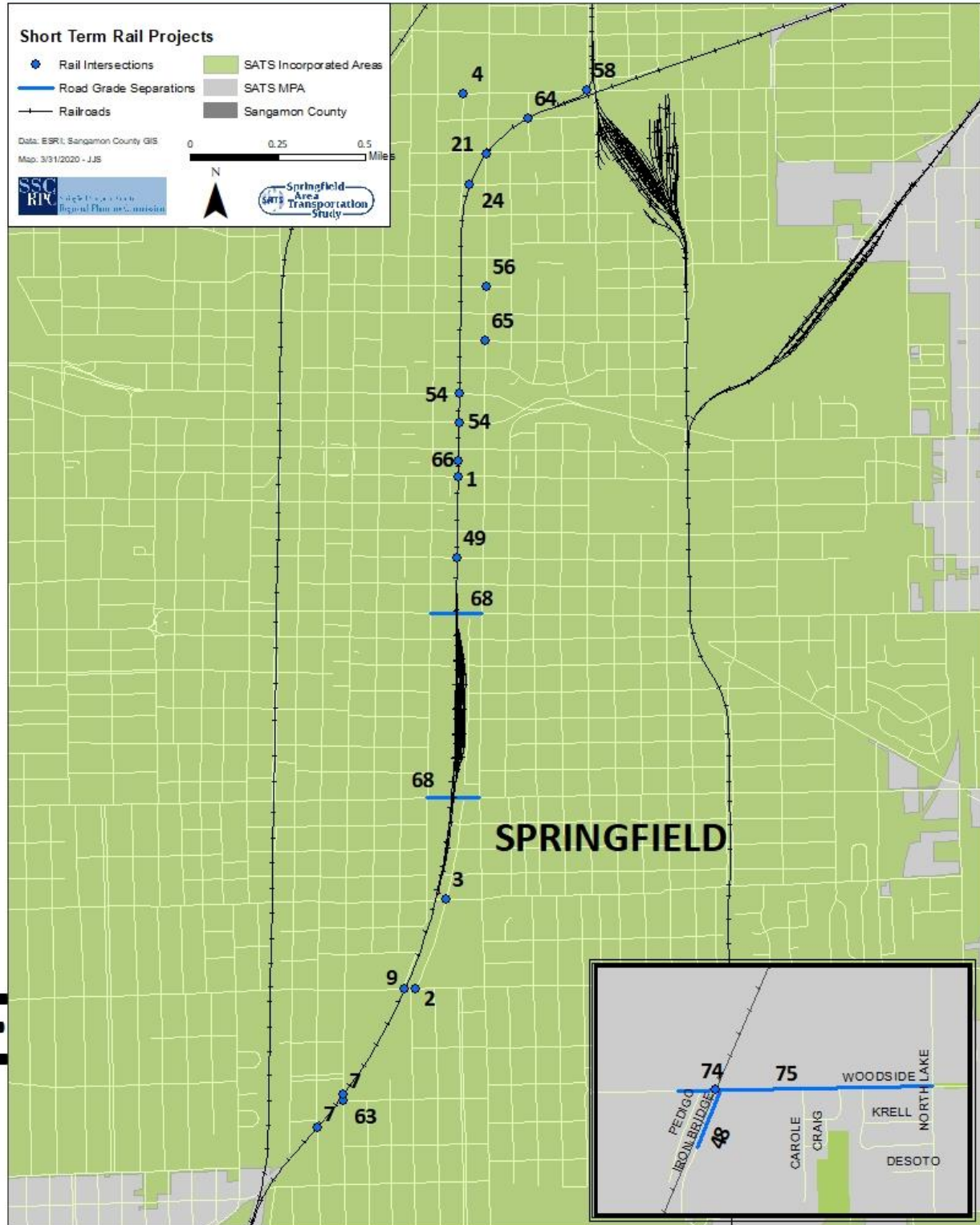
- Short Term Road and Bridge Project
- SATS Incorporated Areas
- SATS MPA
- Sangamon County

Data: ESRI, Sangamon County GIS
Map: 3/31/2020 - JJS

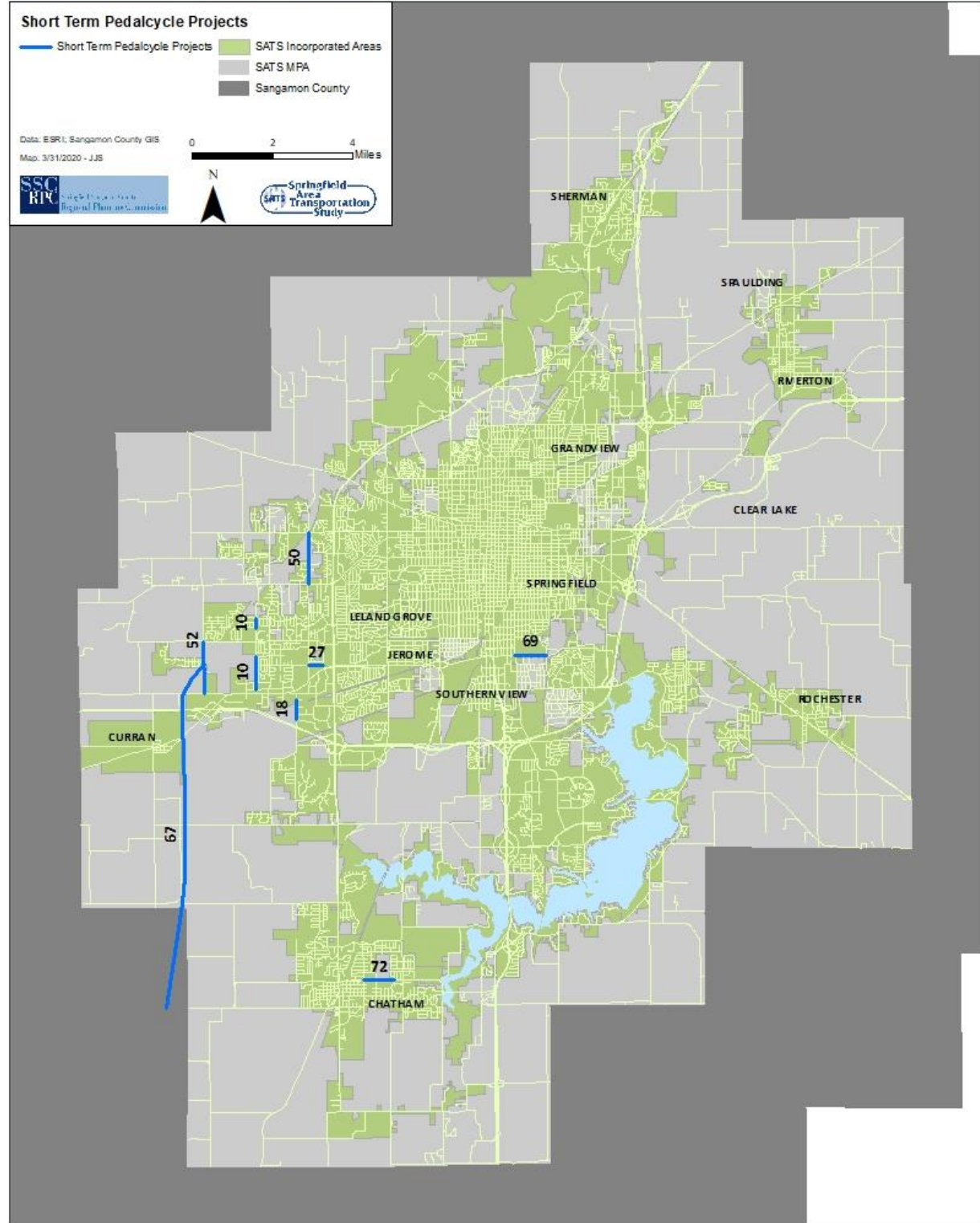
Springfield Area Transportation Study

Map labels: SHERMAN, SPAULDING, RIVERTON, GRANDVIEW, CLEAR LAKE, CURRAN, LELAND GROVE, JEROME, SOUTHERN VIEW, SPRINGFIELD, ROCHESTER, CHATHAM.

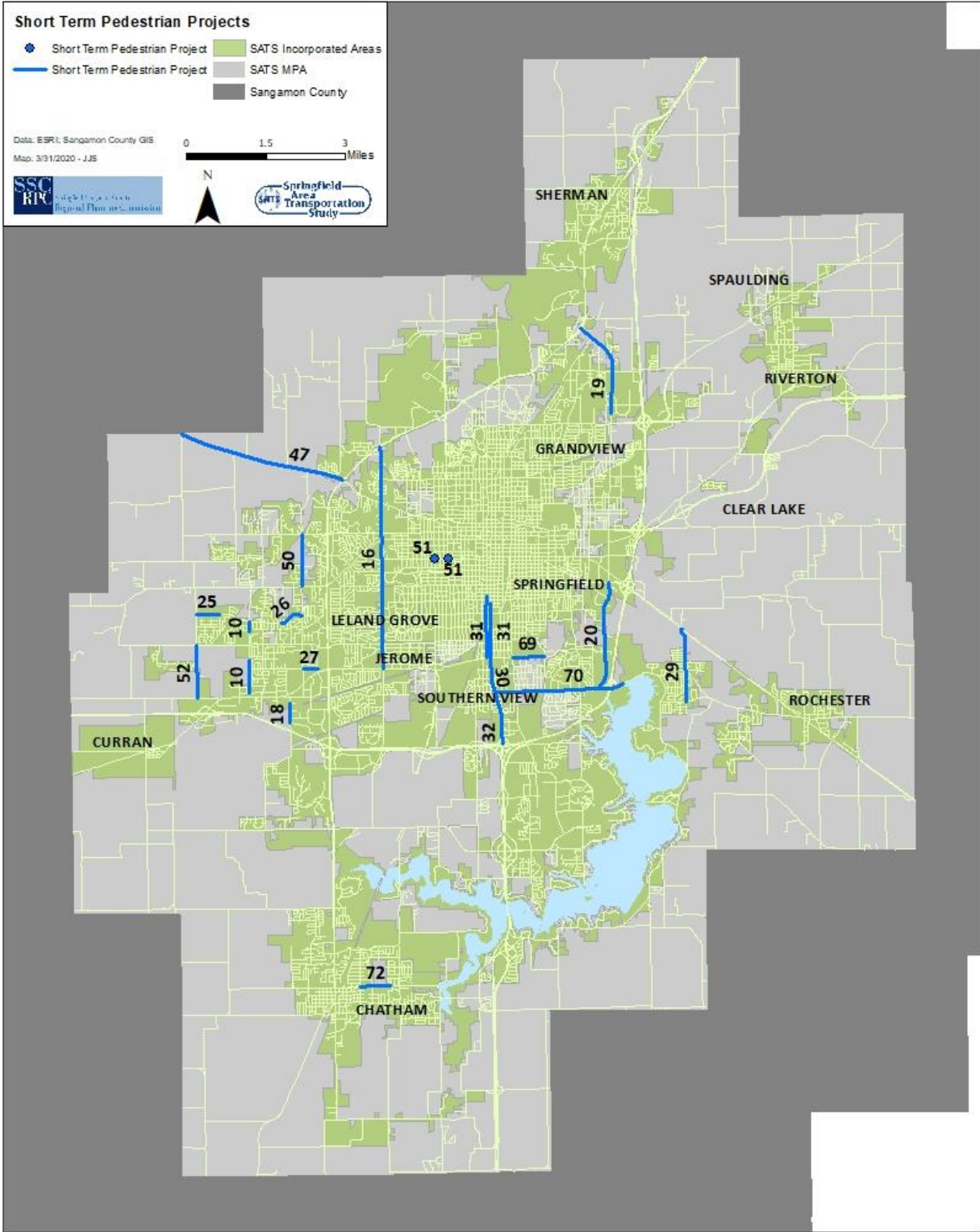
Map 12.1.2: Short Term Projects - Rail



Map 12.1.3: Short Term Projects - Pedalcycle



Map 12.1.4: Short Term Projects - Pedestrian



12.1.2. Transit Project Lists

Figure 12.1.2 Short Term Transit Projects - Committed (2020-2024)				
Project #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)
1	35-foot transit buses (alternative fuel), replacement	Purchase fourteen (14) replacement alternative fuel buses and associated capital items.	SMTD	\$ 7,752,040
2	35-foot transit buses (alternative fuel), expansion	Purchase five (5) expansion alternative fuel buses and associated capital items. Delivery of vehicle will take 36 months from date of award.	SMTD	\$ 4,404,515
3	Administration vehicle	Purchase administration vehicle.	SMTD	\$ 50,000
4	Ballistic glass	Purchase and installation in main office entrance and dispatch office.	SMTD	\$ 150,000
5	Bus driver (operator) simulator	Install simulator in training room upgrade. Delivery of vehicle will take 36 months from date of award.	SMTD	\$ 350,000
6	Bus stop shelters and pads	Replace and refurbish bus stop shelters and pads	SMTD	\$ 975,000
7	Bus wash	Purchase bus wash replacement. Delivery and installation of equipment will take 12 months from date of award.	SMTD	\$ 800,000
8	De-icer liquid spreader	Purchase de-icer liquid spreader for use with maintenance truck.	SMTD	\$ 5,000
9	Electronic fare collection system, continue	Continue integration of fleet with electronic fare collection system. Delivery and installation will take 24 months from date of award.	SMTD	\$ 2,000,000
10	Electronic fare collection system, continue	Integrate fleet with electronic fare collection system. Delivery and installation will take 24 months from date of award.	SMTD	\$ 1,000,000
11	Facility camera expansion	Add cameras to existing system.	SMTD	\$ 10,000
12	Facility camera system replacement	Replacement of camera system to include cameras at high-traffic bus stops, including the transfer center and Junction Circle.	SMTD	\$ 1,000,000
13	Industrial metal sander	Purchase industrial metal sander.	SMTD	\$ 3,500
14	Junction Circle Facility	Construction of permanent facility.	SMTD	\$ 4,575,000
15	Lighting upgrade	Upgrade lighting at CNG station, maintenance garage, and part of storage garage.	SMTD	\$ 75,000
16	Maintenance truck	Purchase maintenance truck.	SMTD	\$ 75,000

17	Onboard message display and wifi hotspots	Permanent onboard message display and connection to wifi hotspots; purchase IT equipment, display signs and hardware/software.	SMTD	\$ 450,000
18	Onboard video camera replacement	Video camera replacement and/or software on buses as necessary.	SMTD	\$ 750,000
19	On-the-bus brake lathe	Purchase on-the-bus brake lathe.	SMTD	\$ 20,000
20	Paratransit vans, replacement	Purchase six medium-duty paratransit vans with lifts for replacement.	SMTD	\$ 768,000
21	Paratransit vans, expansion	Purchase two medium-duty paratransit vans with lifts for expansion.	SMTD	\$ 128,000
22	Portable lift replacements (two sets)	Purchase two sets of portable lifts.	SMTD	\$ 95,000
23	Road supervisor vans (two)	Purchase two road supervisor vans.	SMTD	\$ 110,000
24	Roof repair	Patch leak in existing garage at 928 South 9th Street. Patch leak in roof that houses buses.	SMTD	\$ 100,000
25	Rust repair	Rust repair in bus garage at 928 South 9th Street - Rust repair main garage where bus wash is located and buses are stored after daily runs.	SMTD	\$ 100,000
26	Springfield Sangamon County Transportation Center	Design and construction of facility.	SMTD	\$ 1,000,000
27	Training room improvements	Upgrade training room Infrastructure for additional training space.	SMTD	\$ 350,000
28	Transfer center surface repair and maintenance	Perform repair and maintenance of transit center (\$15,000 annually).	SMTD	\$ 75,000

12.2 Intermediate Term Projects

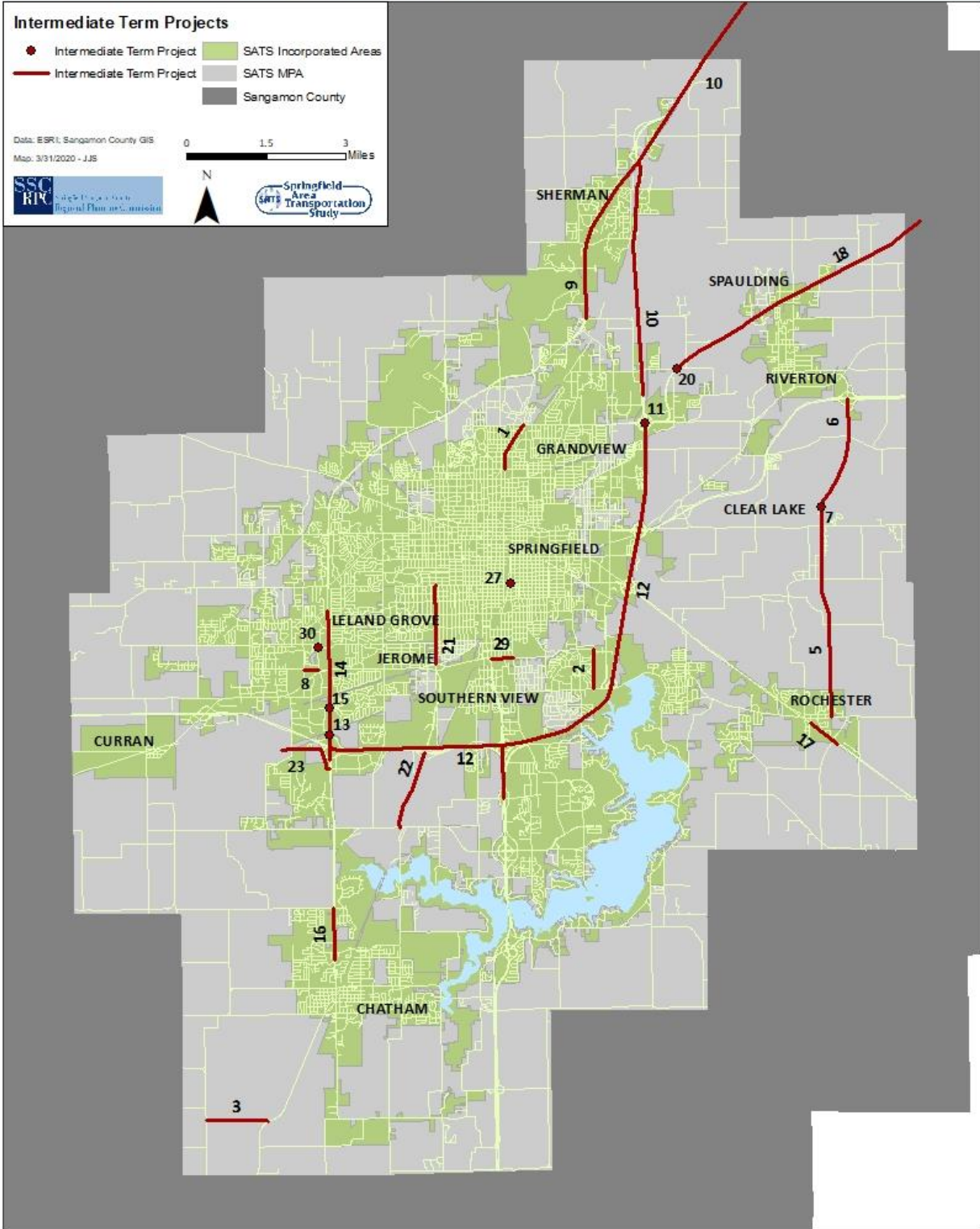
Figure 12.2 Intermediate Term Projects - Planned (2025-2034)

Map #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)	R	B	RR	PC	PD
1	9th Street/Peoria Road (BL 55): Converse Avenue to Sangamon Avenue	Reconstruction, widening, land acquisition, utility adjustment, PE, sidewalks	IDOT - District 6	\$ 20,000,000	o				O
2	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, sidewalks	Springfield, Private Developer	\$ 2,070,000	o				O
3	Alpha Road: Curran Road to IL 4	Reconstruction, grading, paving, new culvert, drainage	IDOT - District 6	\$ 2,000,000	o	o			O
N/A	Annual Sidewalk Maintenance Program	Replace/construct PCC sidewalks & sidewalk Ramps	Springfield	\$ 10,000,000	o				O
N/A	Annual Street & Road Maintenance Program	Mill and overlay; partial replacement of curb & gutter, sidewalk & ramps	Springfield	\$ 70,000,000	o				O
N/A	Annual Street & Road Maintenance Program	Oil & chip seal; crack seal; concrete patch; asphalt patch; brick patch; salt	Springfield	\$ 50,000,000	o				
4	Ash Street: 19th Street/current Canadian Northern Corridor	Underpass	Springfield	\$ 15,000,000			o		
N/A	Cantrall Creek Road: Menard County Line to IL 29	Widening, reconstruction, construction engineering, wide shoulders	County	\$ 3,240,000	o				
5	Cardinal Hill Road: Mechanicsburg Road to Buckhart Road	New construction (2 lanes), wide shoulders	County	\$ 4,320,000	o				
6	Cardinal Hill Road: I-72 to Mechanicsburg Road	New construction (2 lanes), wide shoulders	County	\$ 6,500,000	o				
7	Cardinal Hill Road: Sangamon River	Bridge construction, construction engineering	County	\$ 6,480,000		o			
N/A	Downtown signal modernization - Phase 3	Complete downtown signal modernizations	Springfield	\$ 3,000,000	o				
N/A	Downtown signal modernization - Phase 2	Selective two-way street conversion, including signal modernizations, striping and signage	Springfield	\$ 4,250,000	o				
8	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & resurface, bike lanes, sidewalks, intersection reconstruction at West White Oaks Drive	Springfield	\$ 1,200,000	o			o	O
9	I-55 BUS: .2 mile north of Dirksen Parkway to .3 mile north of Andrew Road	Designed overlay	IDOT - District 6	\$ 4,100,000	o				

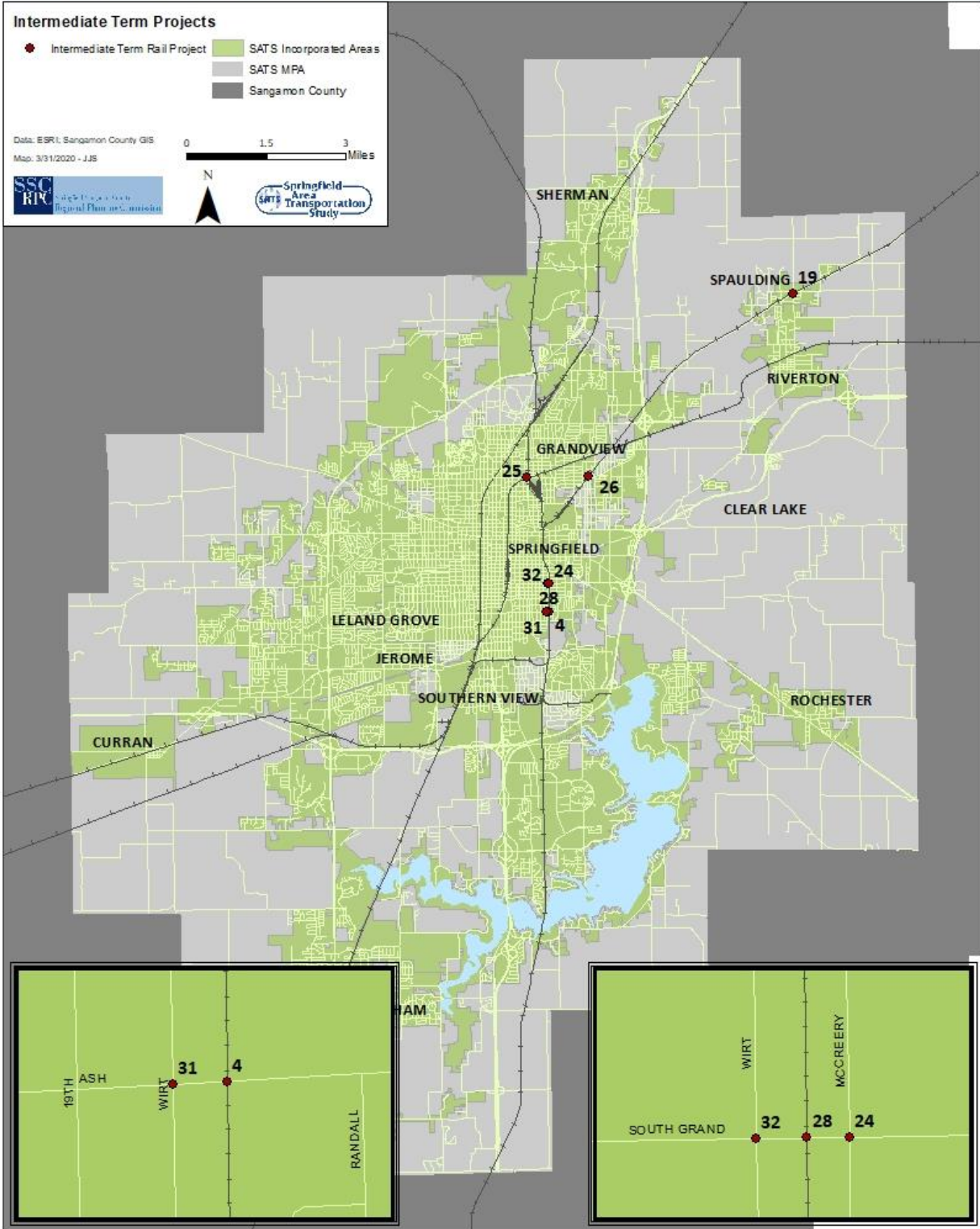
10	I-55: .5 mile north of IL 54/Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville	Additional lanes and bridge widening	IDOT - District 6	\$ 15,700,000	o	o			
		Construction engineering		\$ 3,000,000					
		reconstruction, bridge new deck and bridge replacement		\$111,300,000					
11	I-55: over IL 54 and Sangamon Avenue	Bridge deck overlay	IDOT - District 6	\$ 6,200,000		o			
12	I-55: Southwind Drive to north of IL 54/Sangamon Avenue and I-72: IL 4 (Veterans Parkway) to I-55	PE II six-lane study	IDOT - District 6	\$ 35,000,000	o				
13	IL 4 (Southbound): over Norfolk Southern RR and Gateway West RR .1 mile north of I-72 Interchange	Bridge deck overlay	IDOT - District 6	\$ 2,200,000		o			
14	IL 4 (Veterans Parkway): .2 mile north of Greenbriar Drive to south of Prairie Crossing Drive in Springfield	Designed overlay	IDOT - District 6	\$ 5,600,000	o				
15	IL 4 (Veterans Parkway): at Lindbergh Boulevard	Left turn lanes, sidewalks	IDOT - District 6	\$ 4,000,000	o				O
16	IL 4: .2 mile north of Mansion Road to north of Teal Drive in Chatham	Designed overlay, ADA improvements	IDOT - District 6	\$ 1,800,000	o				O
17	IL 29: .2 mile southeast of Johns Street to .2 mile south of Cardinal Hill Road	Designed overlay, ADA improvements	IDOT - District 6	\$ 800,000	o				O
18	IL 54: .1 mile west of Prairie School Road to north of Bissell Road	Designed overlay, ADA improvements	IDOT - District 6	\$ 3,200,000	o				O
19	IL 54: At Main Street in Spaulding	Intersection reconstruction, left turn lanes, traffic signal installation, RR interconnect	IDOT - District 6	\$ 2,000,000			o		
20	IL 54: at Bissell Road	Left turn lanes, traffic signal installation, railroad interconnect, land acquisition, utility adjustment, lighting	IDOT - District 6	\$ 2,000,000	o				
N/A	Level of service and synchronization enhancements	Traffic data collection, study and implementation of timing patterns and plans for corridor level of service improvements	Springfield	\$ 75,000	o				
21	MacArthur Boulevard (Wabash Avenue / Stanford Avenue to South Grand Avenue in Springfield)	Construction engineering	IDOT - District 6	\$ 1,000,000	o				O
		reconstruction, traffic signal replacement, ADA improvements		\$ 15,000,000					

22	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-lane construction (no grade separations included)	County	\$ 5,100,000	o				
23	Mathers Road: Veterans Parkway to Mercantile Drive	New construction	Private Developer	\$ 1,457,000	o				
24	McCreery Avenue at South Grand Avenue: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield	-		o			
25	Michigan Street at North Grand Avenue: 15th Street/current Illinois & Midland Corridor	Road to be closed	Springfield	-		o			
26	North Grand Avenue	Overpass at the Illinois & Midland Rail Corridor	Springfield	\$ 55,000,000		o			
N/A	Sangamon Valley Trail - emergency signage	Installation of mileage markers	County/911	\$ 50,000			o	O	
N/A	School zone safety enhancements	Enhanced signage, signal and markings	Springfield	\$ 200,000	o				O
27	South Grand and 11th Street	Signal modernization project to improve intersection safety	Springfield	\$ 400,000	o				
28	South Grand Avenue	Underpass at the 19th Street Rail Corridor	Springfield	\$ 15,000,000		o			
29	Stanford Avenue: 6th Street to 11th Street	Overlay, widening, bike lanes, sidewalks	Springfield	\$ 2,600,000	o			o	O
N/A	Traffic and pedestrian signal modernizations	Upgrades and enhancements to existing traffic signal and pedestrian signals and infrastructure	Springfield	\$ 500,000	o				O
N/A	Traffic signal fiber optic loop expansion	Fiber optic project and cabinet/controller upgrades	Springfield	\$ 5,000,000	o				
30	West White Oaks Drive and Iles Avenue	Signal modernization project to upgrade traffic signals and improve the level of service	Springfield	\$ 300,000	o				
31	Wirt Avenue at Ash Street: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield	-		o			
32	Wirt Avenue at South Grand Avenue: 19th Street/current Canadian Northern Corridor	Road to be closed	Springfield	-		o			

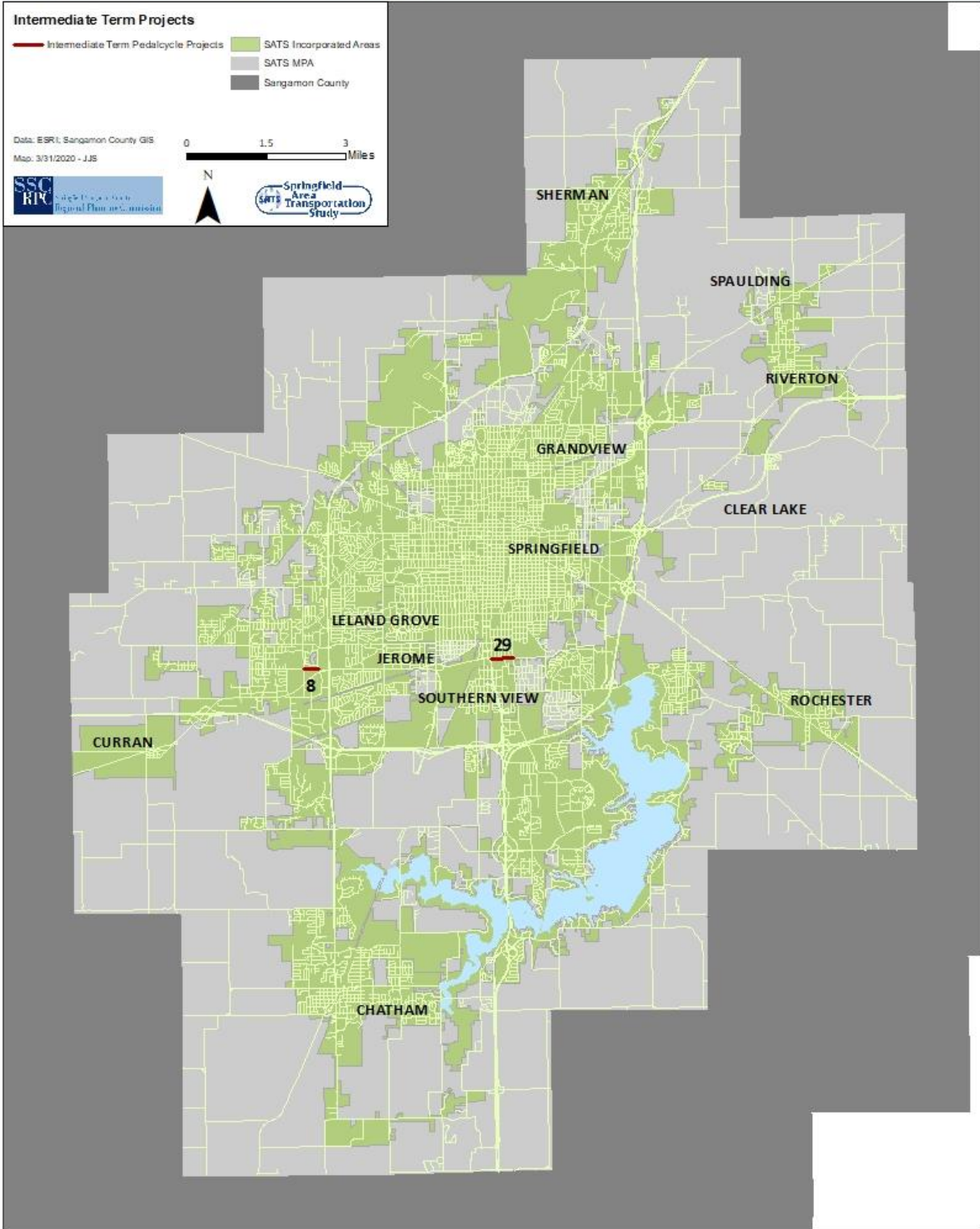
Map 12.2.1: Intermediate Term Projects - Road & Bridge



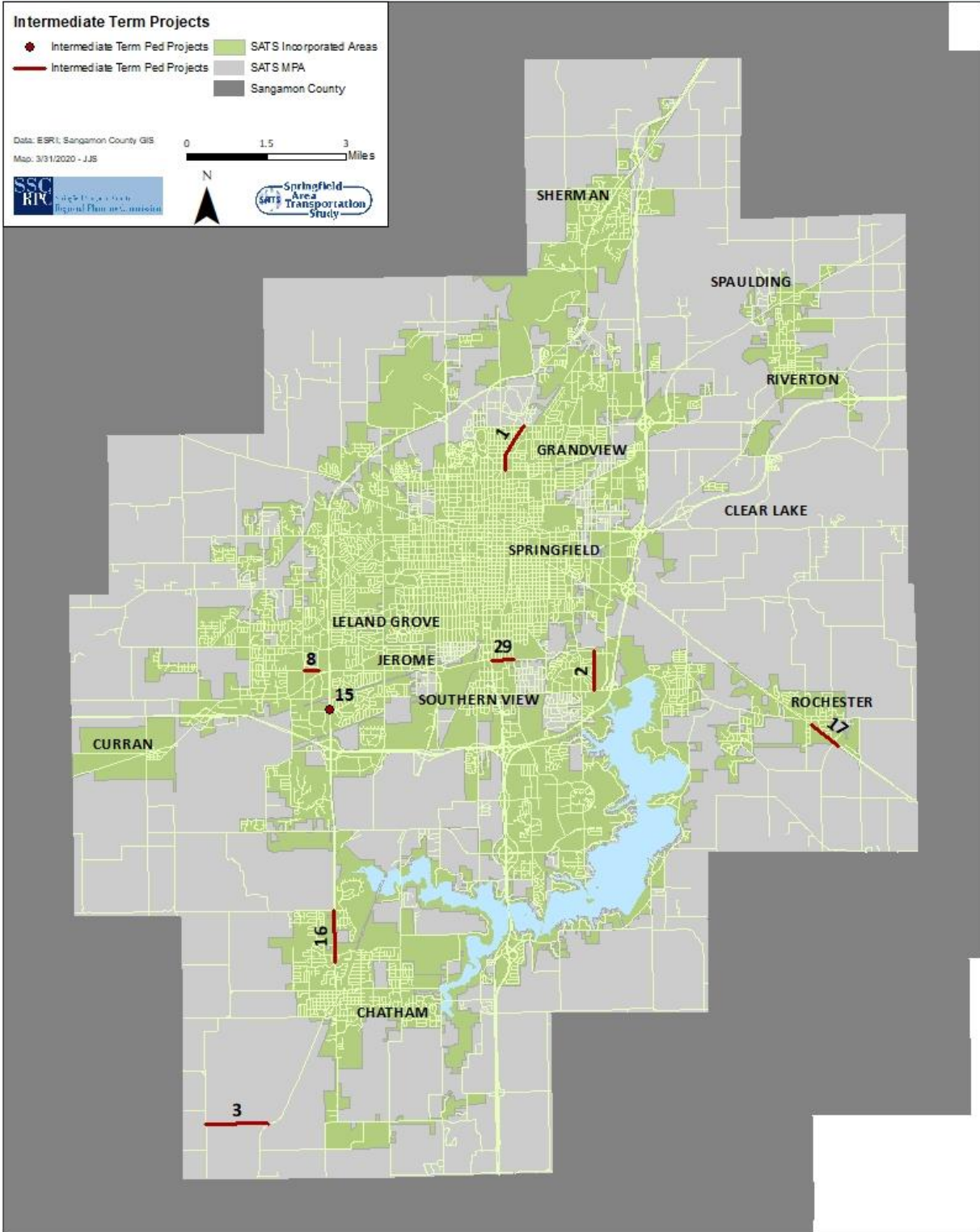
Map 12.2.2: Intermediate Term Rail Projects



Map 12.2.3: Intermediate Term Pedalcycle Projects



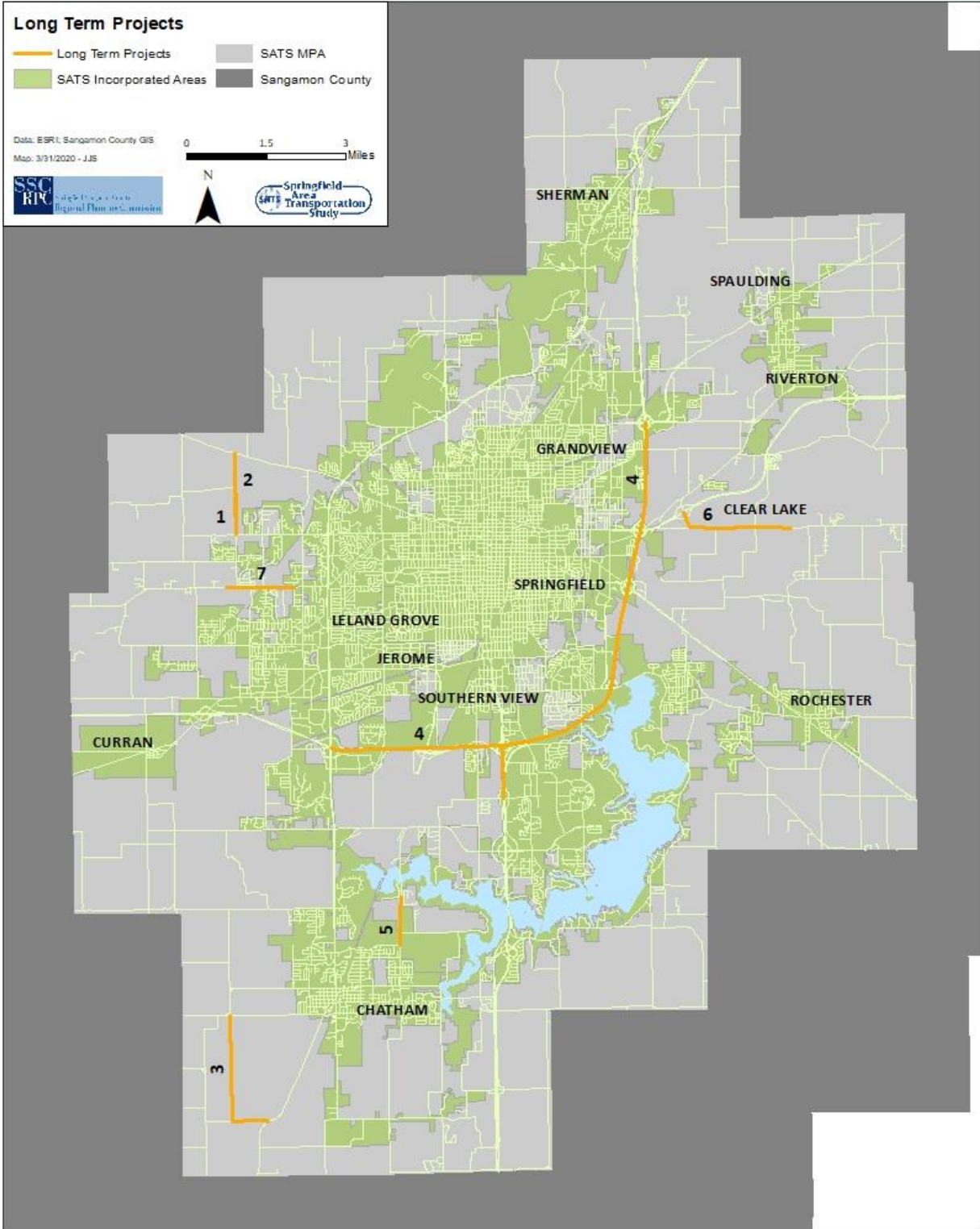
Map 12.2.4 Intermediate Term Projects - Pedestrian



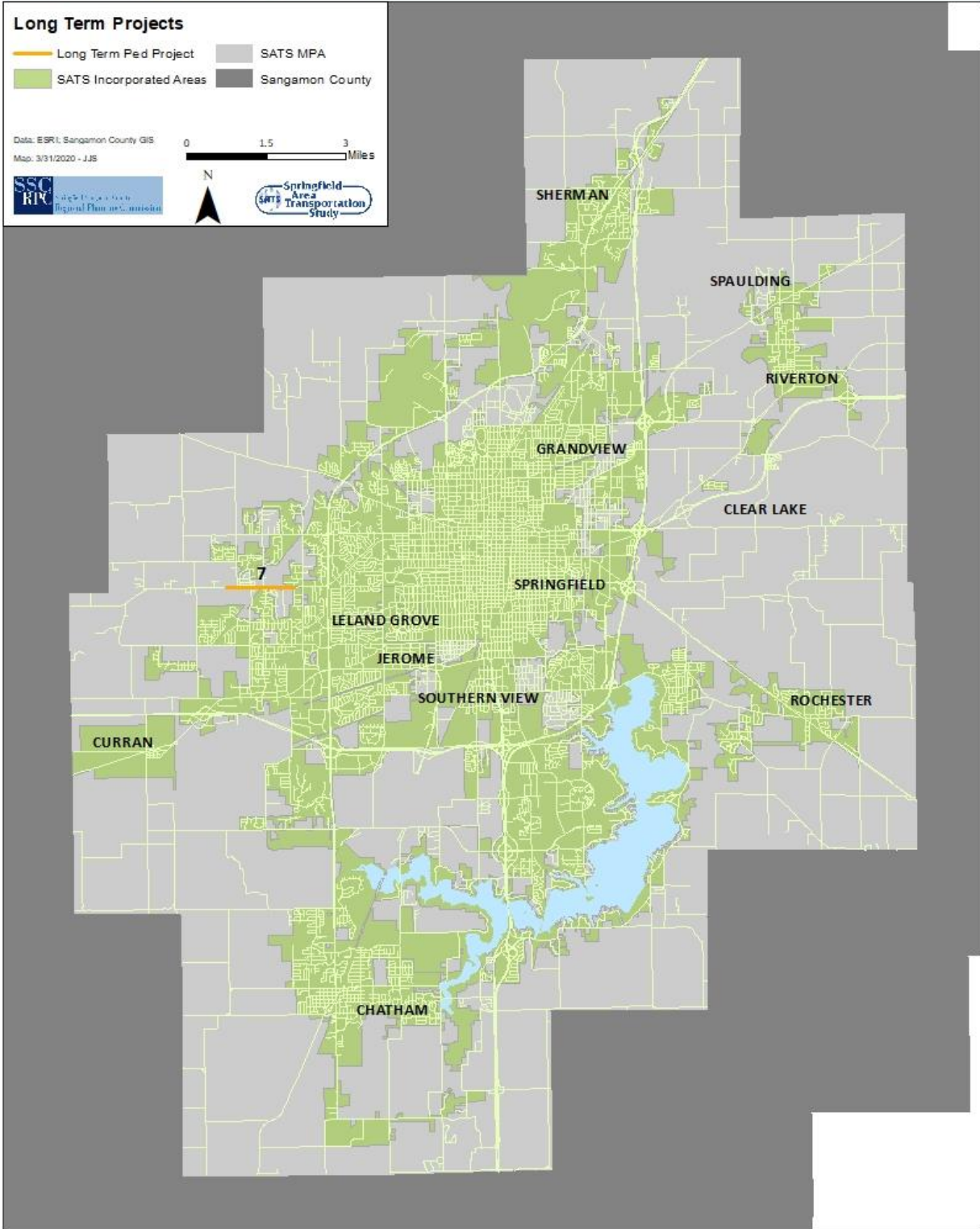
12.3 Long Term Projects

Long Term Projects - Planned (2035-2045)									
Map #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)	R	B	RR	PC	PD
1	Bradfordton Road: approximately 1 mile south of IL 97	Bridge widening, construction engineering (structure # 084-3419)	County	\$ 1,188,000		o			
2	Bradfordton Road: Jefferson Street to Washington Street	Widen (add 1 lane), wide shoulders	County	\$ 2,800,000	o				
3	Bradfordton Road: Polecat Creek Road to IL 4	New construction (3 lanes), wide shoulders	County	\$ 3,750,000	o				
4	I-55: Southwind Drive to N of IL 54/ Sangamon Ave and I-72: IL 4 (Veterans Parkway) to I-55	Additional lanes, reconstruction, interchange reconstruction, bridge replacement	IDOT - District 6	\$675,000,000	o	o			
5	Iron Bridge Road: proposed Iron Bridge Road to Plummer Boulevard	Construction, construction engineering, wide shoulders	County	\$ 6,177,600	o				
6	Mechanicsburg Road (CH 12): I-72 to Sangamon River	Construction, construction engineering, wide shoulders	County	\$ 6,048,000	o				
7	Old Jacksonville Road: west of Pine Creek Drive to Bradfordton Road	Reconstruct 2 lanes, add 2 lanes, sidewalks	County, Private Developer	\$ 4,000,000	o				O

Map 12.3.1: Long Term Projects - Road & Bridge



Map 12.3.2: Long Term Projects - Pedestrian

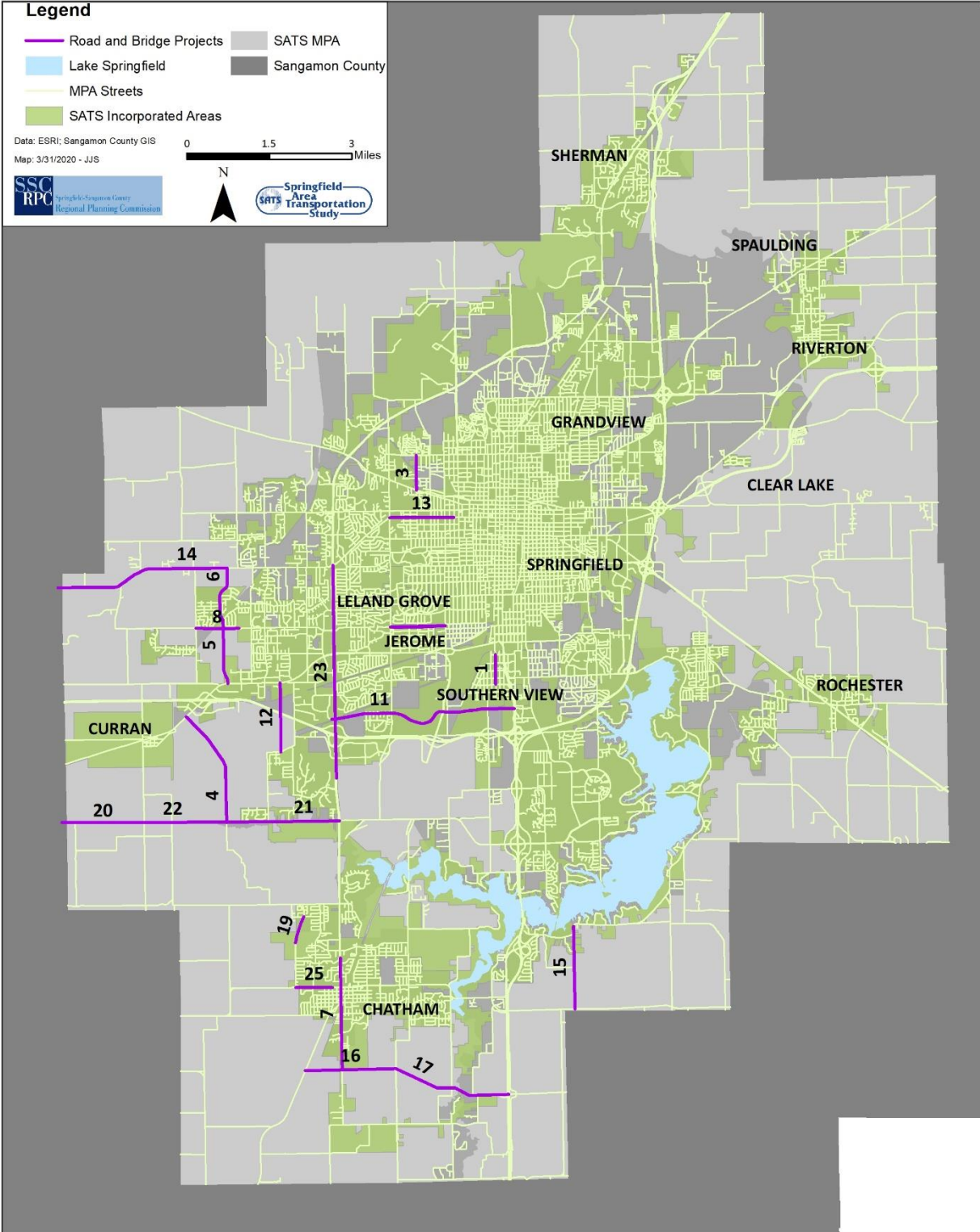


12.4 Priority Illustrative Projects

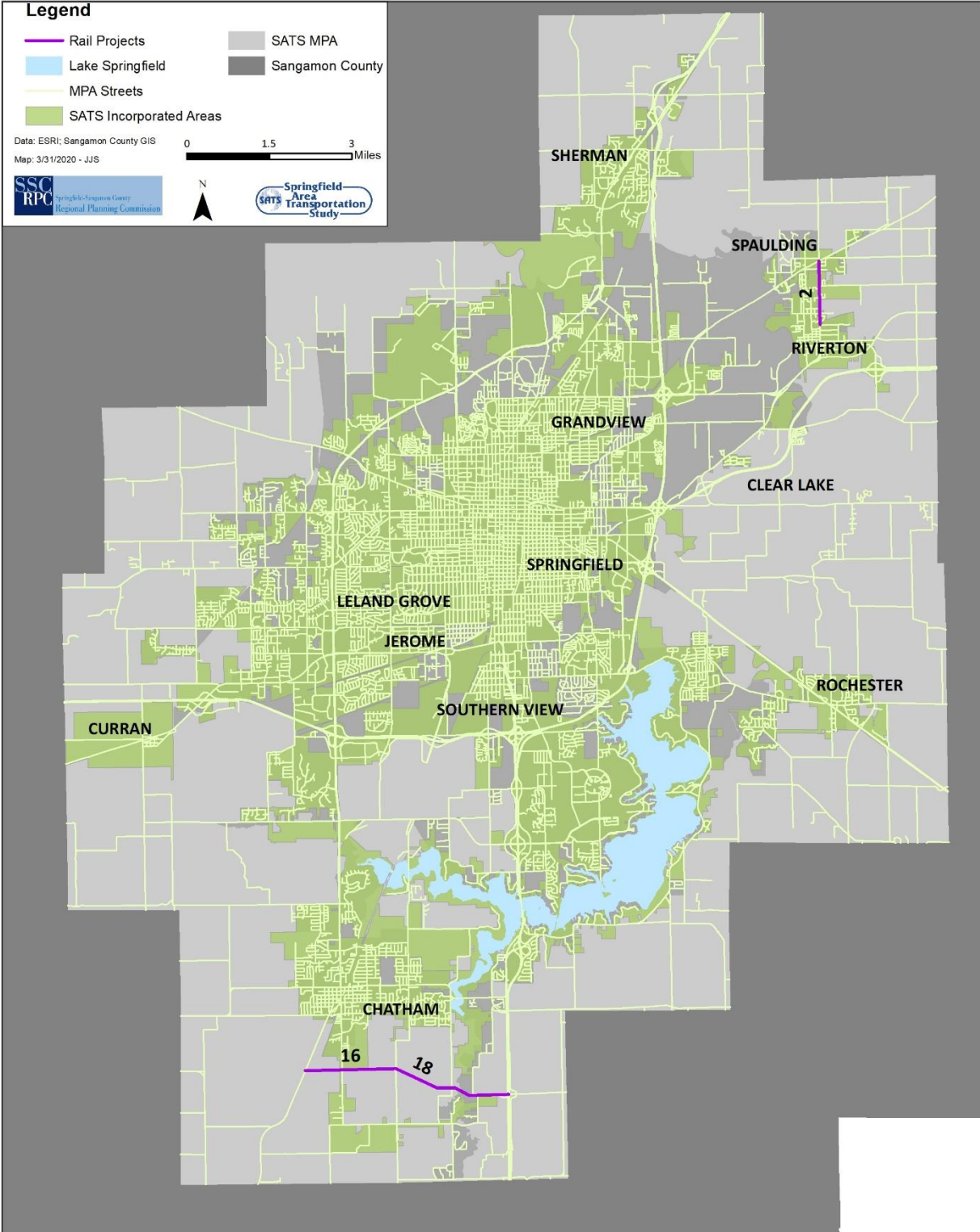
Priority Illustrative Projects (projects to pursue if funding becomes available)										
Map #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)	R	B	RR	PC	PD	
1	4th Street: Linton Avenue to St. Joseph Street	Widen and resurface, sidewalks	Southern View	\$ 1,000,000	o					O
2	7th Street north of Kinzie Street	Quad gates and pedestrian gates	Riverton	\$ 900,000			o			O
3	Amos Street: Jefferson Street to North Grand Avenue	Reconstruction, add 2 lanes, sidewalks	Springfield	\$ 2,500,000	o					O
4	Bradfordton Road: Wabash Avenue to Spaulding Orchard Road	New construction (5 lanes) including 2 bridges, sidewalks, bike lanes	Springfield, Private Developer	\$ 15,000,000	o			o		O
5	Bradfordton Road: Johanne Court to Wabash Avenue	New construction (4 lanes), sidepath, sidewalks	Springfield, Private Developer	\$ 7,290,000	o			o		O
6	Bradfordton Road: Old Jacksonville Road to Johanne Court (except for 1600' already built in Deerfield Subdivision)	New construction (4 lanes), sidepath, sidewalks	Springfield, Private Developer	\$ 3,975,000	o			o		O
7	IL 4: Teal Drive in Chatham to the south of Chatham	Additional lanes, land acquisition, utility adjustment, PE, sidewalks	IDOT - District 6	\$ 27,000,000	o					O
8	Iles Avenue: Lenhart Road to Rotary Park entrance	Reconstruction, bike lanes, sidewalks	Springfield, Private Developer	\$ 3,860,000	o			o		O
9	Iles Avenue: Chatham Road to MacArthur Boulevard	PE I and construction to improve to urban section	Jerome	\$ 15,000,000	o			o		O
10	Iles Avenue: East of Chatham Road	Bridge replacement, sidepath	Jerome	\$ 8,000,000	o			o		O
11	Lincolnshire Boulevard east/west extension: Freedom Drive to 6th Street	New construction, sidewalks, bike lanes	Springfield, Private Developer	\$ 12,100,000	o			o		O
12	Mercantile Drive/Bradfordton Road connector south of Mathers	New construction, bike lanes, sidewalks	Springfield	\$ 1,800,000	o			o		O
13	Monroe Street: Glenwood Avenue to Chatham Road	Add 2 lanes, sidewalks	Springfield	\$ 2,875,000	o					O
14	Old Jacksonville Road (CH 8): Relocated Bradfordton Road (CH 17) to Farmingdale Road (CH 15)	Add 2 lanes, wide shoulders	County	\$ 4,000,000	o			o		

15	Old Route 66: New City Road to East Lake Shore Drive	Widening & reconstruction	County	\$ 400,000	o				
16	Pulliam Road Extension: Gordon Drive to I-55	New construction, bridge over Sugar Creek, an interchange at I-55, sidepath, sidewalks	Chatham, Private Developer	\$ 16,500,000	o	o		o	O
17	Pulliam Road Extension: IL 4 to Gordon Drive	New construction, separated grade at RR crossing, sidepath, sidewalk	Chatham, Private Developer	\$ 6,400,000	o		o	o	O
18	Pulliam Road Extension: north of Covered Bridge Road and south of Goldenrod	New grade separation	Chatham	\$ 9,000,000			o		
19	Savannah Road Extension: Garvey Lane to Plummer Boulevard	New construction, sidewalk	Chatham, Private Developer	\$ 1,100,000	o				O
20	Spaulding Orchard Road: Curran Road to Farmingdale Road	New construction (2 lanes), wide shoulders	County, Private Developer	\$ 2,000,000	o			o	
21	Spaulding Orchard Road: Mercantile Drive/Cockrell Lane to Curran Road	Add 2 lanes, wide shoulders	County	\$ 2,250,000	o			o	
22	Spaulding Orchard Road: Veterans Parkway to Mercantile Drive/Cockrell Lane	Add 2 lanes, wide shoulders	County	\$ 1,250,000	o			o	
23	Veterans Parkway (IL 4): 0.3 mile north of Monroe Street/Old Jacksonville Road to 0.3 mile south of Mathers Road	Add 2 lanes (4 to 6)	IDOT - District 6	\$ 45,000,000	o				
24	Wabash Avenue: Koke Mill Road to the west of Chatham Road	Add 2 lanes (4 to 6), sidewalks	IDOT - District 6	\$ 25,000,000	o				O
25	Walnut Street: Church Street to Savannah Road	Rehabilitation, sidepath, sidewalk	Chatham	\$ 1,200,000	o			o	O

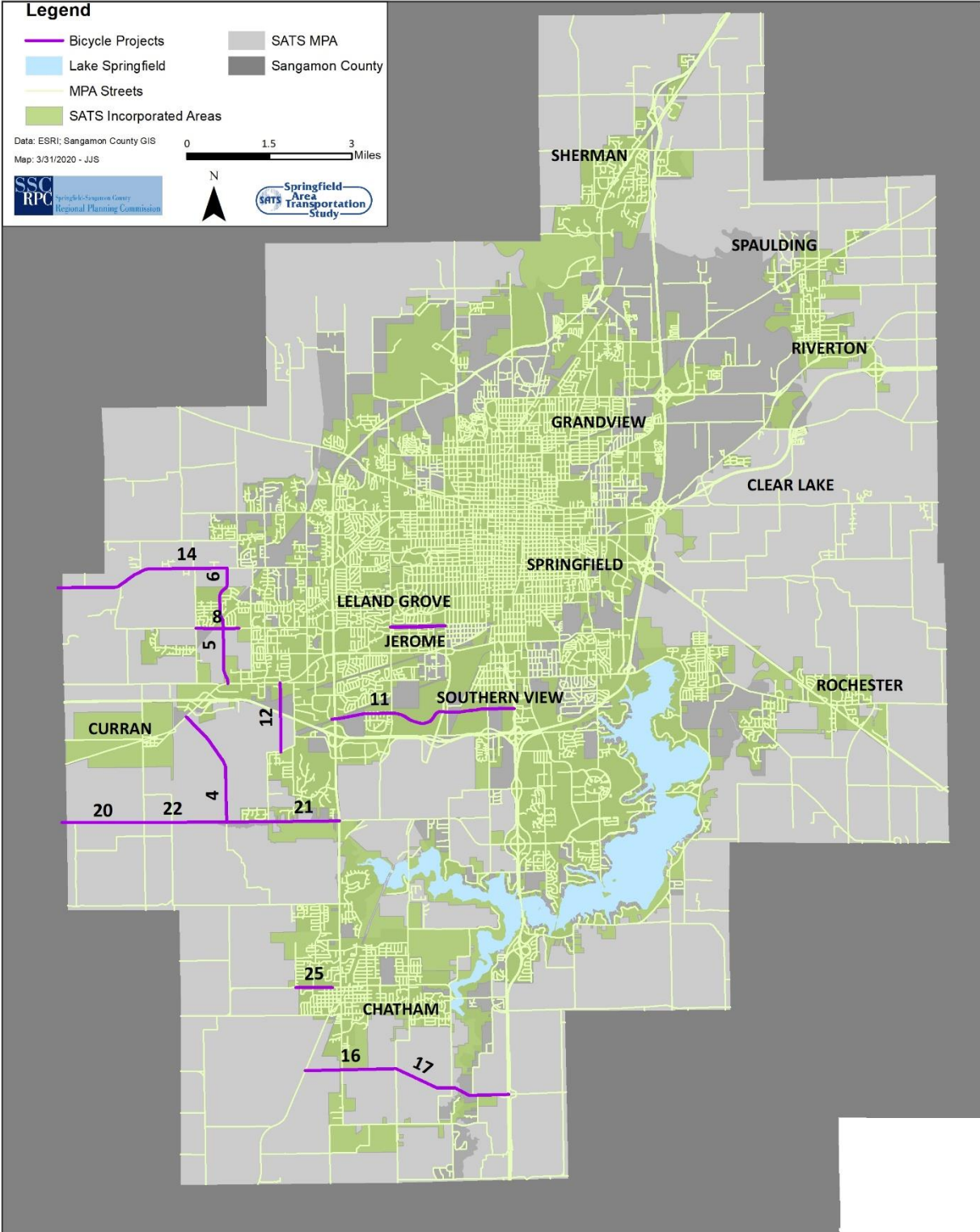
Map 12.4.1: Priority Illustrative Projects- Road and Bridge Projects



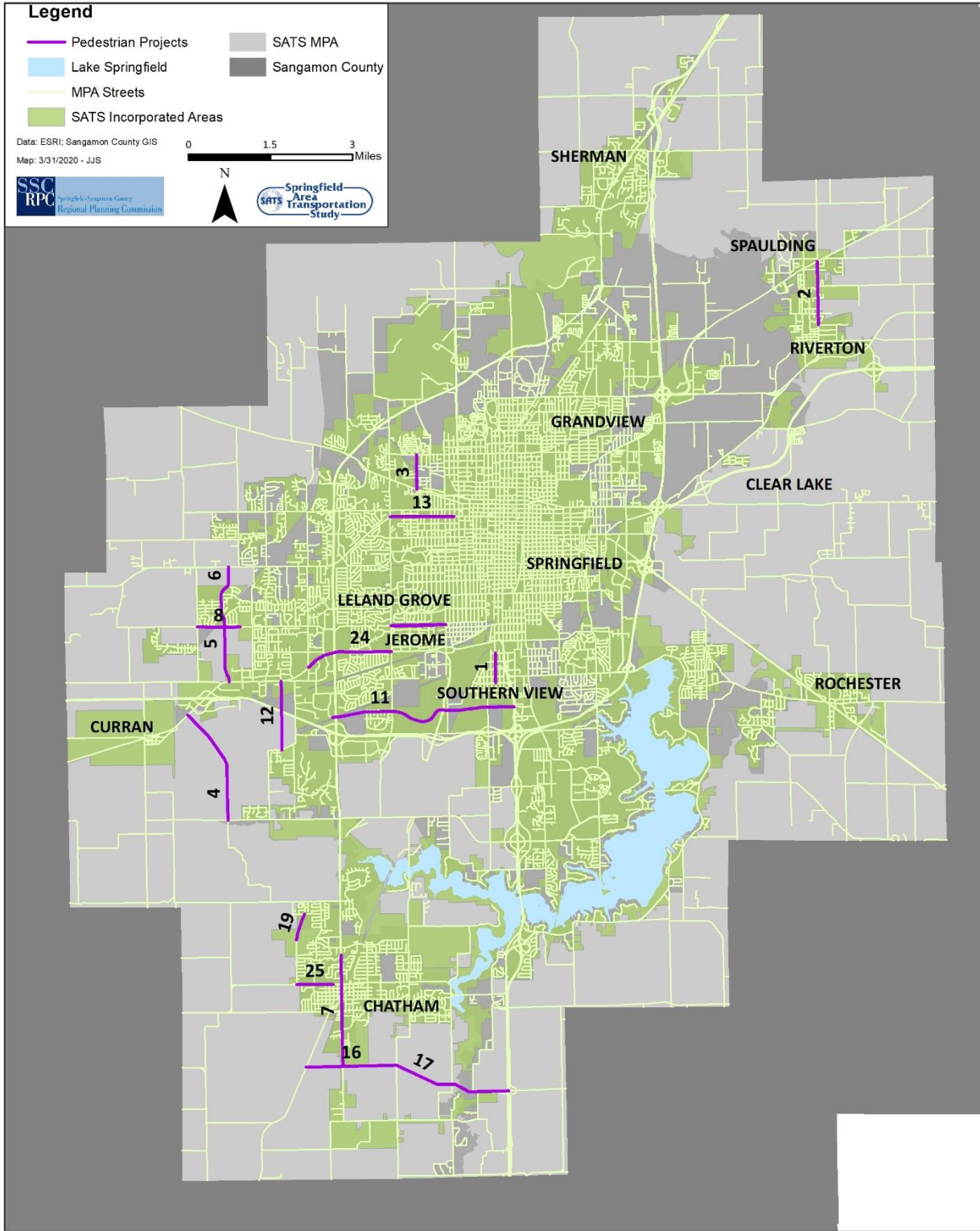
Map 12.4.2: Priority Illustrative Projects- Rail Projects



Map 12.4.3: Priority Illustrative Projects- Bike Projects



Map 12.4.4: Priority Illustrative Projects- Pedestrian Projects



12.5 Secondary Illustrative Projects

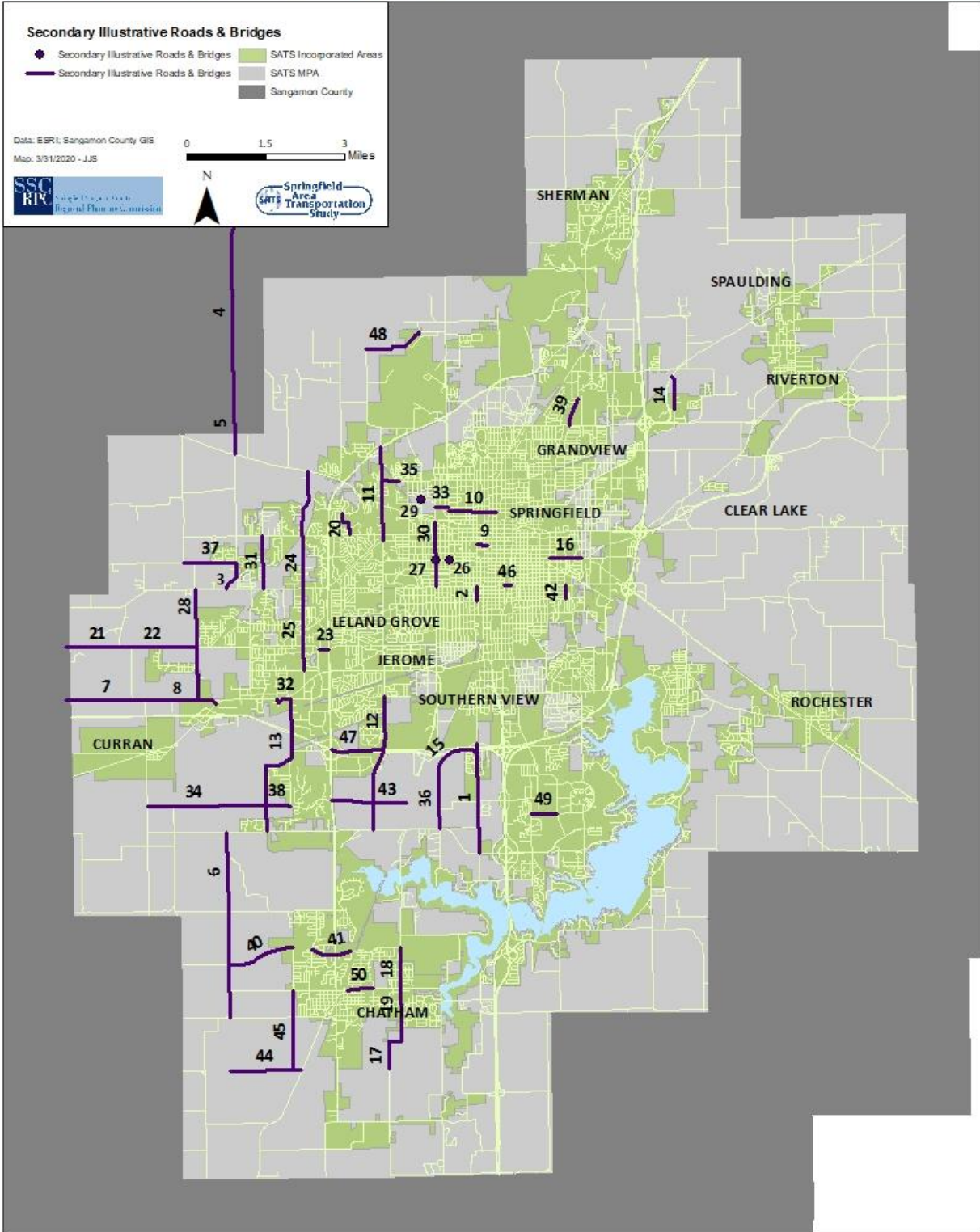
Figure 12.5 Secondary Illustrative Projects (projects to pursue if funding becomes available)

Map #	Project Description	Type of Improvement	Jurisdiction	Cost (YOE)	R	B	RR	PC	PD
1	2nd Street: Hazel Dell Road to Toronto Road	Add 2 lanes, sidewalks	Springfield, Private Developer	\$ 7,625,000	o				O
2	2nd Street: South Grand Avenue to Laurel Street	Add 2 lanes, sidewalks	Springfield	\$ 800,000	o				O
3	Bradford Lane: Old Jacksonville Road to Old Salem Lane	Reconstruction	Private Developer	\$ 875,000	o				
4	Bradfordton Road extension: Moore Road to North Cantrall Creek Road	New construction (2 lanes), wide shoulders	County	\$ 10,250,000	o			o	
5	Bradfordton Road extension: Jefferson Street north to Moore Road	New construction (2 lanes), wide shoulders	County	\$ 1,600,000	o			o	
6	Bradfordton Road: Spaulding Orchard Road to Polecat Creek Road	New construction (3 lanes), wide shoulders	County	\$ 5,250,000	o			o	
7	Bunker Hill Road: Curran Road to Farmingdale Road	Reconstruction, sidewalks	Springfield	\$ 5,450,000	o				O
8	Bunker Hill Road: Wabash Avenue to Curran Road	Reconstruction, sidewalks	Springfield, Private Developer	\$ 5,360,000	o				O
9	Capitol Avenue: 2nd Street to 5th Street	Reconstruction, streetscape upgrade	Springfield	\$ 5,200,000	o				
10	Carpenter Street: Walnut Street to 7th Street	Widen & resurface, sidewalks	Springfield	\$ 2,250,000	o				O
11	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	Reconstruction, sidewalks	Springfield	\$ 3,000,000	o				O
12	Chatham Road: Westchester Boulevard to Woodside Road	PE I, PE II, C & CE for reconstruction and addition of 2 lanes, wide shoulders, sidewalks	Springfield	\$ 8,000,000	o			o	O
13	Cockrell Lane: Ogden Drive to Spaulding Orchard Road	Reconstruction (4 lanes), bike lanes, sidewalks	Springfield, Private Developer	\$ 10,150,000	o			o	O
14	Colt Road: Gatlin Drive north to city limits	Reconstruction, sidewalks	Springfield	\$ 1,625,000	o				O
15	Concetta Road: extended west to North Lake Road	New construction, sidewalks	Springfield	\$ 1,500,000	o				O
16	Cook Street: McCreery Avenue to Livingston Street	Add bi-directional turn lane, resurface, sidewalks	Springfield	\$ 1,400,000	o				O
17	Gordon Drive: Hurstbourne Lane to Pulliam Road extended	Add bi-directional left turn lane, sidepath	Chatham, Private Developer	\$ 4,000,000	o			o	O

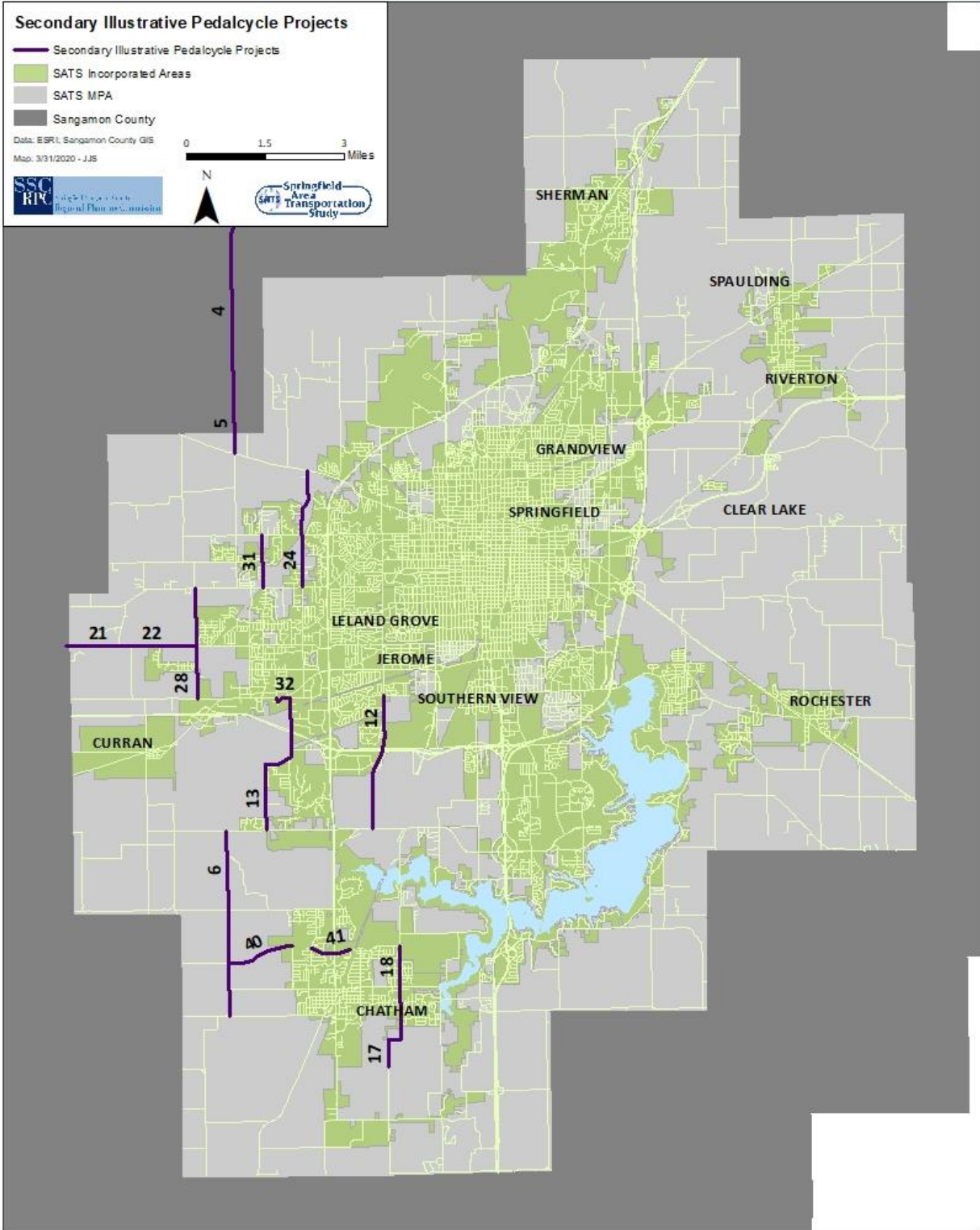
18	Gordon Drive: Plummer Boulevard to Walnut Street	Add 2 lanes and bi-directional left turn lane, bike lanes, sidewalks	Chatham	\$ 2,200,000	o			o	O
19	Gordon Drive: Walnut Street to Hurstbourne Lane	Add bi-directional left turn lane, bike lanes, sidewalks	Chatham, Private Developer	\$ 2,000,000	o			o	O
20	Harbauer/Oxford: Washington Street to Churchill Road	Reconstruction, new construction, sidewalks	Springfield	\$ 1,325,000	o				O
21	Iles Avenue: Emerson Road to Farmingdale Road	New construction, bike lanes, sidewalks	Springfield	\$ 4,500,000	o			o	O
22	Iles Avenue: Lenhart Road to Emerson Road	New construction, bike lanes, sidewalks	Springfield	\$ 4,300,000	o			o	O
23	Iles Avenue: West White Oaks Drive to Veterans Parkway	Widen (add 1 lane), sidewalks	Springfield	\$ 950,000	o				O
24	Koke Mill Road: Jefferson Street to Old Jacksonville Road	Reconstruction, add 2 lanes, bike lanes, sidewalks	Springfield, Private Developer	\$ 8,280,000	o			o	O
25	Koke Mill Road: Hedley Road to Old Jacksonville Road	Flashing yellow left-turn lanes, back plate and reflective tape	Springfield	\$ 125,000	o				
26	Lawrence Avenue and Walnut Street Intersection	Add left turn lanes, signal modification, sidewalks	Springfield	\$ 600,000	o				O
27	Lawrence Avenue and MacArthur Boulevard Intersection	Add left turn lanes, signal modification, sidewalks	Springfield	\$ 600,000	o				O
28	Lenhart Road: Old Jacksonville Road to Bunker Hill Road	Reconstruction, add 2 lanes, bike lanes, sidewalks	Springfield, Private Developer	\$ 7,670,000	o			o	O
29	Lincoln Avenue bridge	Construction & construction engineering	Springfield, Springfield Twp.	\$ 4,035,000		o			
30	MacArthur Boulevard: Jefferson Street to South Grand Avenue	Add bi-directional lane	Springfield	\$ 3,470,000	o				
31	Meadowbrook Road: Washington Street to Old Jacksonville Road	Reconstruction, add 2 lanes, bike lanes, sidewalks	Springfield, Private Developer	\$ 3,810,000	o			o	O
32	Mercantile Drive/Cockrell Lane: Wabash Avenue to Spaulding Orchard Road	New construction, reconstruction (4 lanes), the bridge over RR, bridge over I-72, bike lanes, sidewalks	Springfield, State, Private Developer	\$ 20,000,000	o	o		o	O
33	Miller Street: Walnut Street to MacArthur Boulevard	Reconstruction, new construction, sidewalks	Springfield	\$ 775,000	o				O
34	Mt. Zion School Road/Workman Road Connector: Cockrell Lane to Curran Road	New construction	Private Developer	\$ 2,830,000	o				

35	North Grand Avenue: Bruns Lane to Lilac Lane	Add 2 lanes, sidewalks	Springfield	\$ 815,000	o				O
36	North Lake Road: Woodside Road to Concetta Road extended	New construction, sidewalks	Springfield, Private Developer	\$ 3,500,000	o				O
37	Old Salem Lane: Bradfordton Road to Old Covered Bridge Road	New construction	Private Developer	\$ 2,500,000	o				
38	Panther Creek Drive/Mt. Zion School Road connector: Foxhall Lane to Cockrell Lane	New construction	Private Developer	\$ 530,000	o				
39	Piper Road: Sangamon Avenue to Neil Street	Reconstruction, sidewalks	Springfield	\$ 1,900,000	o				O
40	Plummer Boulevard Extension west to Bradfordton Road	New construction, sidepath, sidewalks	Chatham, Private Developer	\$ 2,900,000	o			o	O
41	Plummer Boulevard: Ravinia to Ptarmigan	Resurface roadway, sidewalks, sidepath	Chatham, Private Developer	\$ 1,200,000	o			o	O
42	Pope Avenue: South Grand Avenue to Laurel Street	Reconstruction, sidewalks	Springfield	\$ 635,000	o				O
43	Prairie Crossing Drive extension: Chatham Road to MacArthur Boulevard extension	New construction, sidewalks	Private Developer	\$ 1,980,000	o				O
44	Pulliam Road Extension: IL 4 to Bradfordton Road	New construction	Chatham	\$ 9,000,000	o				
45	Savannah Road Extension: Walnut Street to Pulliam Road	New construction, sidewalks	Chatham, Private Developer	\$ 2,100,000	o				O
46	South Grand Avenue: 9th Street to 11th Street	Bi-directional turn lanes, upgrade signals	Springfield	\$ 300,000	o				
47	Southwind Road: Veterans Parkway to Walnut Street	New construction	Private Developer	\$ 2,958,000	o				
48	Tozer Road: Estill Drive to Hennepin Road	Reconfiguration	Springfield Airport Authority	**	o				
49	University Drive: Cotton Hill Road to 11th Street	New construction, sidewalks	Springfield	\$ 1,375,000	o				O
50	Walnut Street: East Street to the east of Breckenridge Drive	Add bi-directional left turn lane, sidewalks	Chatham, Private Developer	\$ 1,200,000	o				O

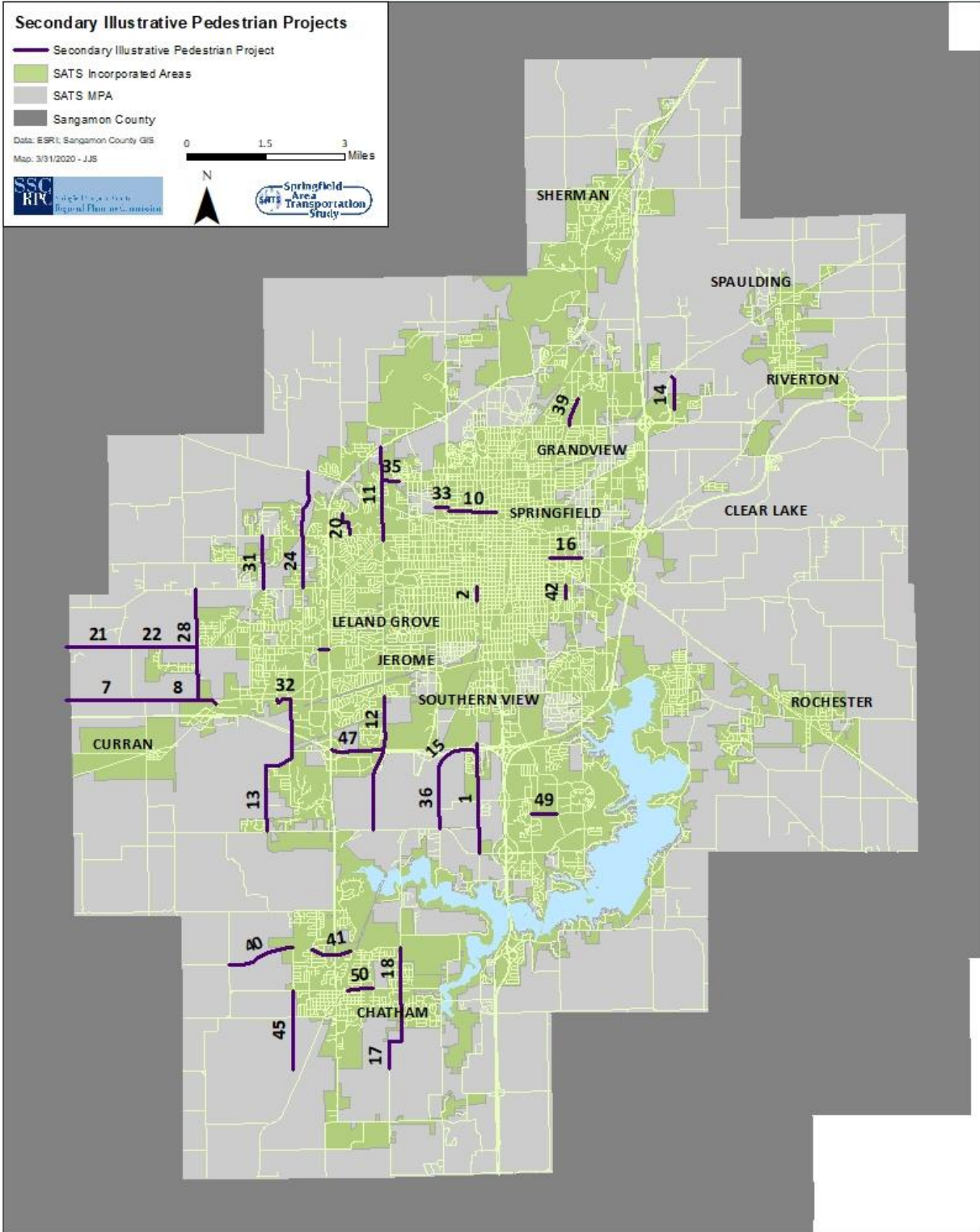
Map 12.5.1 Secondary Illustrative Roads and Bridges



Map 12.5.2 Secondary Illustrative Pedalcycle



Map 12.5.3 Secondary Illustrative - Pedestrian



13.0 Public Participation

Public involvement in decision making is a vital component of transportation planning. Through the engagement of the network's users, information can be shared that integrates the community's values and needs. In preparation of the 2045 LRTP, SATS reached out to solicit input in the following manners:

- The draft LRTP was available for public review electronically on the SATS website.
- Emails were sent to business, civic, non-profit, transportation, and environmental interests; elected and appointed public officials; federal, state, and local agencies; and other interested parties inviting participation in the long-range transportation planning process.
- Information booths were set up at the 2019 Earth Awareness Fair and the Downtown Farmer's Market in Springfield.
- A legal notice was published to announce the public comment period for 2045 LRTP.
- The SSCRPC website and Facebook page were used to promote participation in the survey and public comment period.
- SSCRPC staff conducted a survey to determine public perception of the current transportation network and transportation priorities of the network's users.

13.1 Composition of the 2045 LRTP Contact List

Under 23 CFR 450.316(a), MPOs must provide reasonable opportunities to be involved in the transportation planning process. Figure 13.1 below indicates the composition of the email contact list used to invite public participation and comment:

Figure 13.1 LRTP Contact List by Type	
Type	Number
Individuals	32
Affected public agencies	23
Representatives of public transportation employees	3
Freight shippers	3
Providers of freight transportation services	4
Private providers of transportation	3
Representatives of users of public transportation	8
Representatives of users of pedestrian walkways and bicycle transportation facilities	7
Representatives of the disabled	7
Other interested parties	21
Total	111

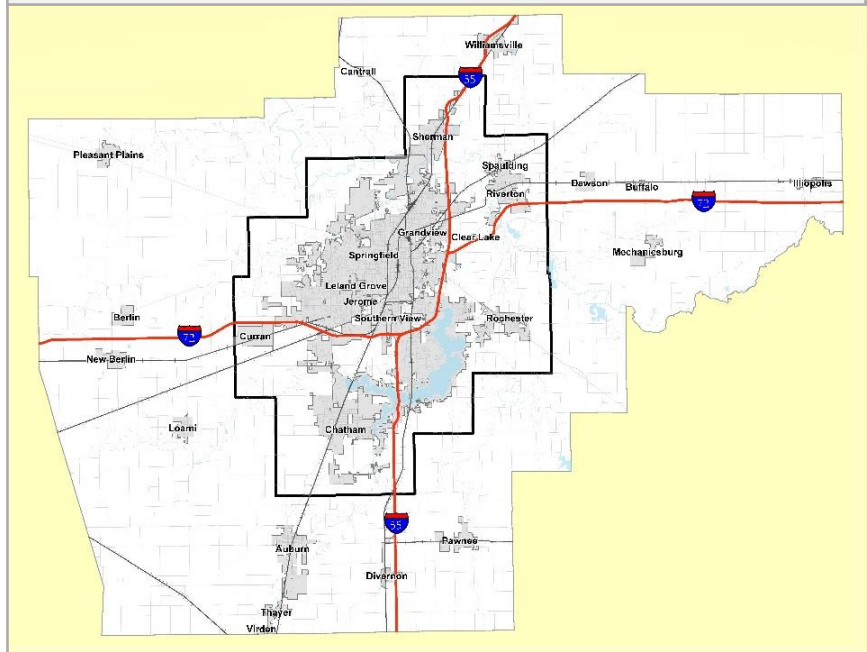
13.2 Results of the Springfield Area Transportation Study (SATS) LTRP Public Input Survey

Below is the survey as it was presented with results from 234 responses:

The SATS is the designated transportation planning body for the Springfield metropolitan planning area. It includes the communities of Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Spaulding, and Springfield.

Every five years, a long-range plan is developed and includes transportation projects to be completed over the next 25 years. The public, SATS communities, IDOT, and Sangamon County work together to create a plan that will assure that travel in the area is safe, reliable, efficient, and reflective of the needs of all the people it serves.

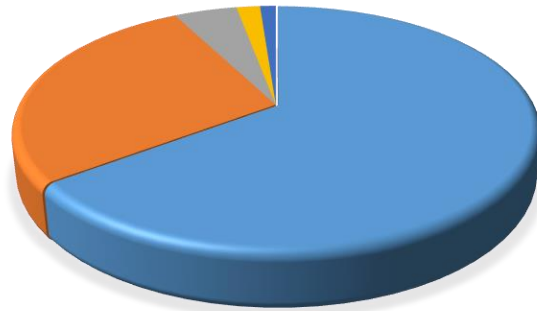
Map 13.1 Sangamon County and the SATS MPA



Related to the Springfield Metropolitan Planning Area, would you describe yourself as a (check all that apply):

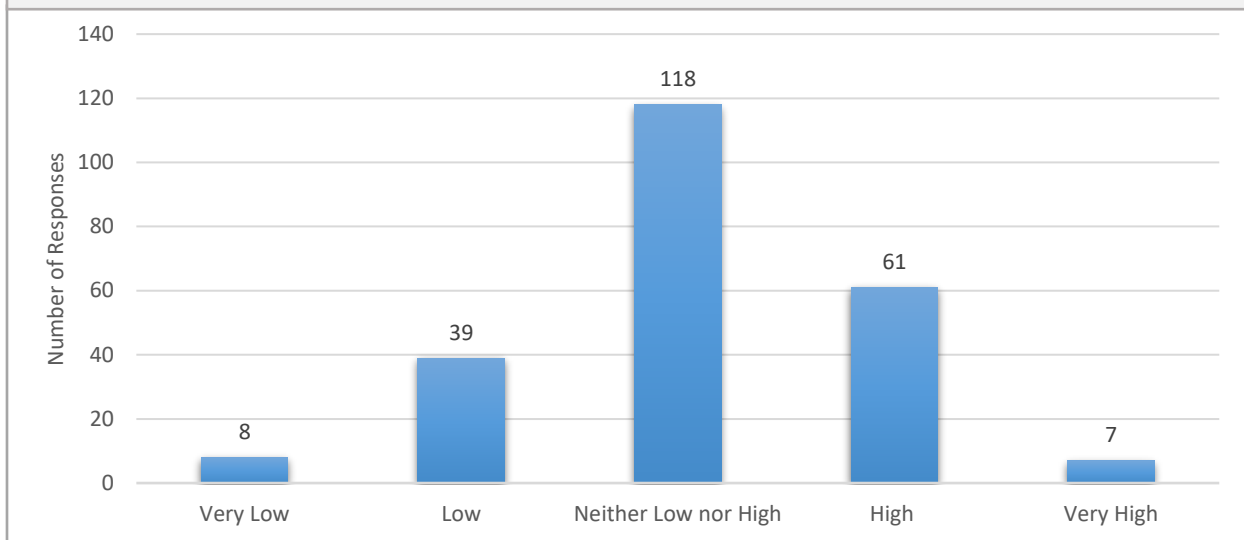
Figure 13.2 Type of Respondent

Type	# Responses	% of Total Responses
Resident	221	65%
Employee	94	27%
Business owner	16	5%
Visitor	6	2%
Tourist	4	1%



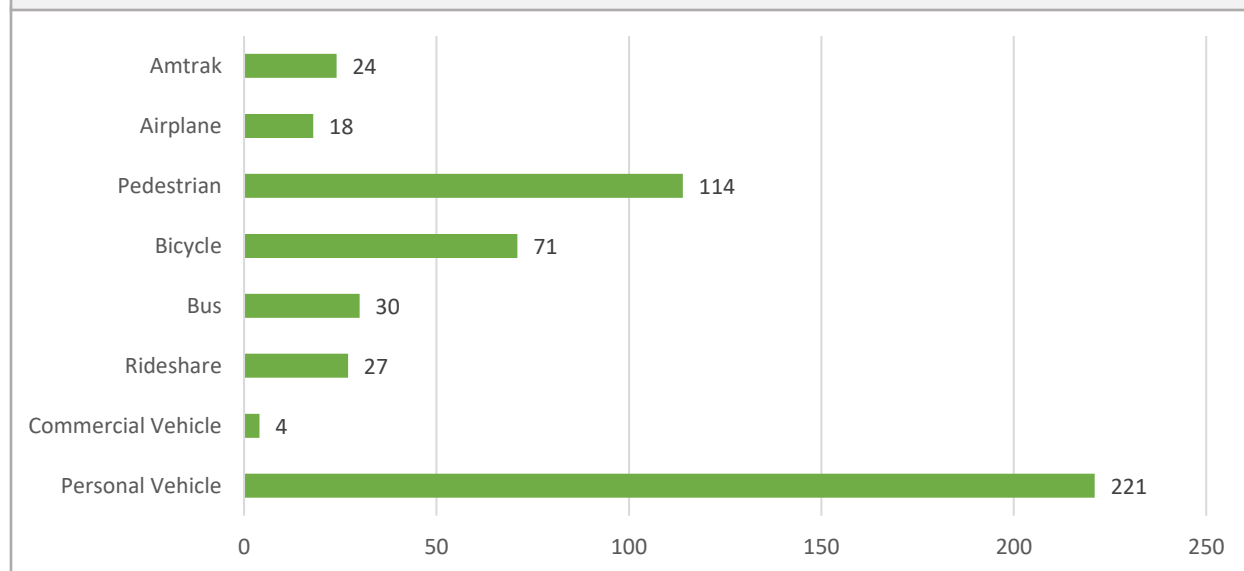
How would you rate the overall quality of transportation within the area?

Figure 13.3 Quality of Transportation in the SATS MPA



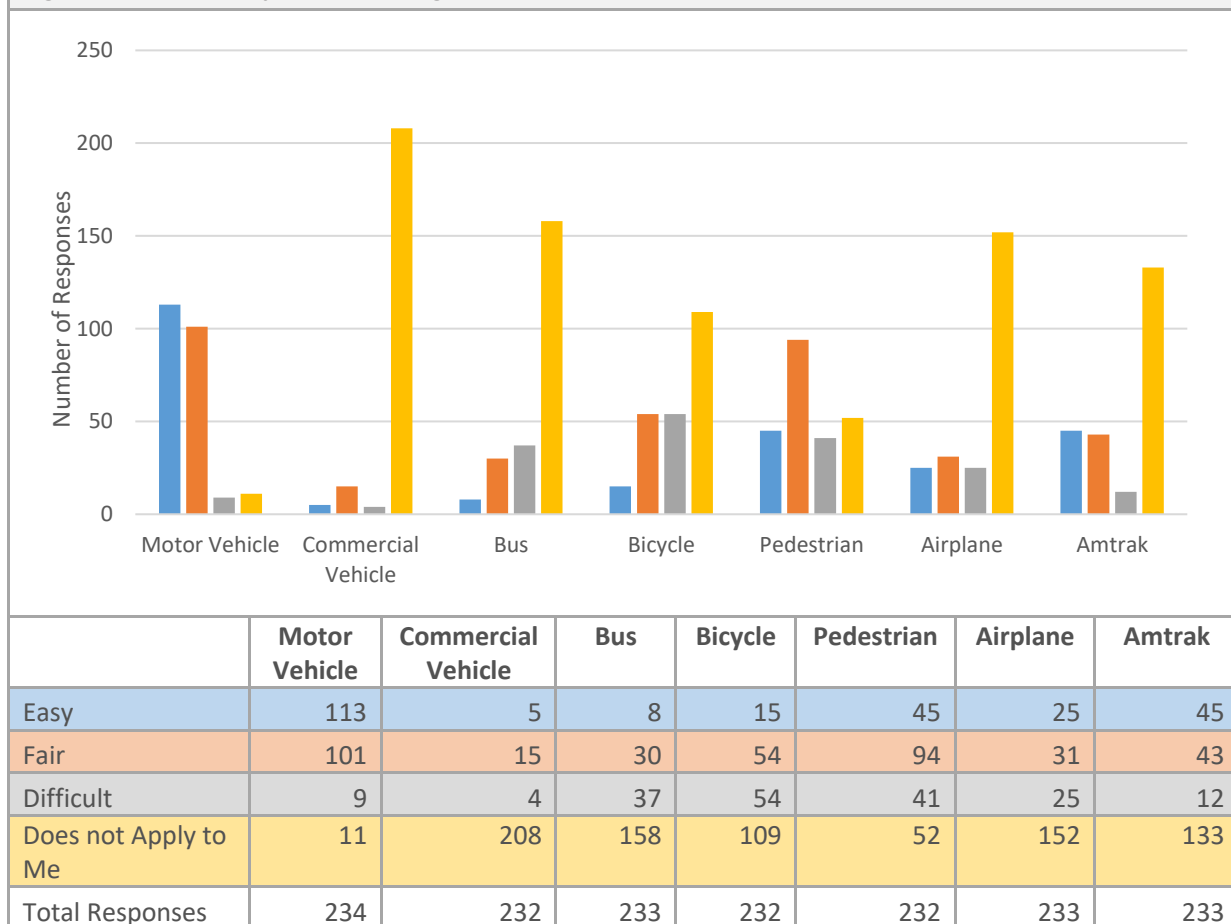
What modes of travel do you use in a typical month?

Figure 13.4 Modes of Transportation Utilized in a Typical Month



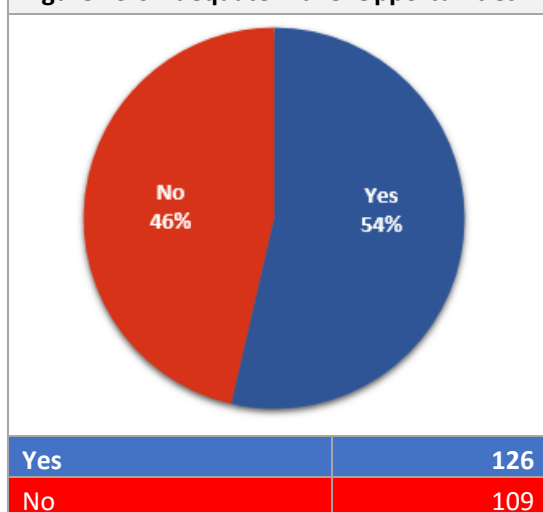
How would you rate your experience traveling by:

Figure 13.5 Travel Experience Rating



Do you feel that there are adequate travel opportunities in the Springfield Metropolitan Area for all citizens to reach desired goods, services, activities, and destinations?

Figure 13.6 Adequate Travel Opportunities



If answering “no,” please explain:

The responses below and on the following pages are presented as submitted with no editing.

Non-motorized travel is lacking.
Evenings and Sundays are very poor except personal vehicle.
People without a personal vehicle has difficulty after regular hours. Air travel options are very limited.
I work at the Springfield Clinic and one of the main reasons for cancellations and rescheduling is due to transportation issues.
I have friends who depend on SMTD for work and shopping and they have told me the service is beyond HORRIBLE.
Need more flights and Amtrak trains
the threat of tariffs and my increasing age make me aware that foot, bike, public transportation is not very accessible in my area and my area roads are replete with significant potholes creating further depreciation on my vehicle
There is a lack of options for the elderly or disabled to get to different areas of the city and forget it if you live in the rural areas.
I cannot answer this because I cannot speak for people that have to depend on other sources of travel, like bus or bike.
It isn't easy or safe to ride bikes without bike lanes
Have friends that use wheelchairs which has increased my awareness of accessibility. I live where we mostly walk- aware not everyone has that opportunity- need to look at accessibility in each neighborhood.
More bus routes
We live on Old Jacksonville Road near Bradfordton – no buses.
Would not have been able to get my two degrees at Lincolnland
no subdivisions no shelters on roads at bus stops ex. Stevenson Drive
Better bus transportation and/or bicycle lanes
Some food pantry recipients (1st Pres, 7th and Capitol) have said it’s difficult to get there by bus.
It could be a struggle for some people to get to the grocery store due to a lack of direct routes on public transportation to some places. Causes long commutes on the bus to get home before their food spoils.
I have heard lots of complaints about our local bus service, especially the new routes and I-55/72 around town is overly congested most days.
All bus routes should be reciprocal. Serving circular routes that travel only one direction is convoluted and greatly increases travel time. For example a UIS student can get to Toronto road restaurants, but it is no longer within a reasonable timeframe. Also visitors using the SMTD network often end up confused when busses do not run both ways on routes. Also, while most people do have a mobile device to text for arrivals, or use google to navigate, the new lack of posted route map signage at stops serves to disenfranchise those with limited or no access to mobile devices.
The bus system has never been easy to use.
More bus service, more bike lanes.



Adequate is hard to define but I think people see little alternative to using personal vehicles for most appointments and business travel.
Very poor pedestrian access in major shopping areas.
Pedestrian travel can be hindered by fear of criminal activity
Not enough sidewalks and other safe means of transportation for disabled individuals and others when using transportation methods other than motor vehicles.
I've heard many times how difficult it is for seniors to get to and from various appointments....even though senior shuttles are available there are not enough to handle the need without a long wait.
Sidewalks are sporadic or in extreme need of repair. Sidewalks are broken and hazardous. Streets are in disrepair, too narrow. The glass and debris on the streets and Sidewalks is appalling. The city needs to start enforcing ordinances! The homeowners leave grass and leaves all over the sidewalks and streets in the gutters and sewer drains. Residents park across sidewalks blocking safe passage.
Some sidewalks have tree branches hanging over them that are too low. Some bushes also have grown over sidewalks. Blind people could actually be physically hurt by some of the tree branches. This has been reported to the city before, but nothing has been done about it. City (Springfield) wanted me to drive around and report specific addresses and problems instead of having their inspector have to do the work, even after I told them three subdivisions that need to be checked. The trees and bushes sometimes are so bad that pedestrians and bicyclists have to dodge them, possibly leaving the sidewalk.
Lack of Sunday bus service keeps many from worship or necessary errands. Lack of late night bus service prevents many from easy access to jobs.
I would like a bus stop by Hazel Dell to go into the downtown area. This way I won't have deal with a personal vehicle and this would not only be cost effective for me, but I would be able to provide to city in traveling by bus.
Sidewalks and bike ways are almost nonexistent in most areas of the city.
While bus transportation has greatly improved, need free transportation for individuals with intellectual and physical disabilities.
We need more frequent service and better coverage for public transit and more walkable neighborhoods.
SMTD is not convenient and takes too long and not reliable. Amtrak is the same way. Bicycle routes are dangerous. Walking is difficult by the poorly maintained sidewalks, crumbling intersections and the fact that businesses and residents do not keep the sidewalks accessible by not trimming trees, cutting grass, etc.
need more bike paths
Too many west side roads are being built that encourage high speed cars and discourage bicycles.
I walk a 3 mile route every lunch hour through downtown. I see people every day struggling to catch a bus on time, or trying to make it to work.
Bus stations are not available outside of the main city. Biking is difficult with lack of trails/bike paths to safely use biking as a transportation to work.
Bus needs to have better routing; intermodal with a building for shelter; walking options for pedestrians in some areas of town; adequate sidewalks; bike lanes
It does not seem to reach all areas that my clients need to access and it is confusing for them to navigate.
It does not seem easy to use the bus system, and sidewalks are not consistently available.



We are very car focused in the city. Rules of the road for other modes of transportation especially bikes are not known (or ignored) by motorists. It would be nice to have alternative travel options if people don't want to drive. If they do exist, we need better outlets to communicate that they are available.
I feel that resources are spread out, sidewalks are difficult to use in busy areas. I'd like to see better biking ability.
Lack of interconnected bike lane infrastructure or protected bike lanes.
More neighborhood bus routes on the west side Koke Mill area
The new SMTD routes are much better than the old ones, and texting to find buses is a great idea. There is still room for improvement though on making public transportation more convenient.
The bus is now slow to reach many destinations. Meanders.
Bus routes are complicated & limited in schedule. No bike lanes or education for drivers regarding Cyclists. Pot holes & troublesome intersections. More roundabouts!!
Bus system is terrible
I appreciate the recent bus expansion to surrounding communities but still feel that without a car, that transportation option is limited. In my experience transportation options remain limited on the eastern side of our city, creating an artificial (though maybe not purposeful) divide amongst the city populace.
The new bus schedule is a problem. Need routes connecting to downtown
More bike lanes needed
We still need improvement in this area.
Springfield is not a walkable city. In addition, it provides few convenient or suitable transportation options for seniors who are unable to drive themselves or have limited mobility / need assistive devices.
Provide some discounts to students.
Our public transportation system is trash. Also, it is very hard to travel by bike in this city. I live a mile away from work yet don't bike because I don't feel safe doing so. I've biked in Paris, Austin, and Chicago and feel much safer in those places. Designated bike lanes help, but it'd be nice to be separated from cars even more.
Bus options are limited and require a lot of planning and time. Biking in town is dangerous - i feel safer biking in Chicago than Springfield.
I am not aware of any public transportation available in the Riverton/Spaulding area.
Not enough ride sharing, causing long waits. Flights are outrageous from SPI. Way too congested at busy interactions at peak travel times.
I don't use public transportation because they're so limited in where and when bus stops are. The bus stops that do exist are just signs on the side of the road.
Our town is car reliant and therefore inaccessible to low income or disabled residents.
Our town is car reliant and therefore inaccessible to low income or disabled residents.
Terrible foot traffic options on the North end.
More people to utilize SPI to garner more flights/airlines
Our mass transit is inadequate, and our sidewalks are incomplete and in disrepair. The city is not bike friendly.
There is no bus service to the zoo or Lincoln Memorial Gardens.



Going by bicycle can be treacherous in some parts of Springfield area.
There needs to be a better public transit system and safer routes for cyclists and pedestrians.
There are locations where pedestrian and bicycling is difficult and unsafe. While bus routes are fairly well laid out, they are not useful for me as they are more than a mile from my home and workplace
It is difficult for those who would prefer to bike or walk in order to save on emissions of gas. Crumbling sidewalks or no sidewalks, no bike paths, etc.
The bus system can be very difficult to use. Pedestrian walkways are not in enough places.
The city bus route does not consider odd hours and places of employment
For myself it is fine, but for those I know who use public transportation it can be a challenge. For example a laundromat where an existing bus stop has been moved blocks away. Using a taxi can mean missing a doctor appointment or being late. Workers who get off late have to find a ride home, because service does not run.
Central Illinois' population does not see itself as a community, but rather as a collection of individuals, church congregations and cultural tribes, etc. Given this social structure it is highly impossible to plan an efficient and comprehensive transportation system, much less finance it. The absence of aware, candid and energetic leadership at the county and municipal level is a gigantic impediment.
more "marked" bicycle lanes/paths are needed on roads and streets
you need a car to get anywhere in Springfield
Paratransit can fill a lot of gaps but it certainly wouldn't be the option people choose for themselves if they had other viable options
For persons with disabilities and without personal vehicles they are home bound from Saturday night to Sunday morning. This is an exclusion issue. Also last I knew 6% of population in the metro area did not have personal transportation. And must rely on public transportation. This is a quality of life issue. Furthermore decision-makers seem to base decisions based on either we are too small to change or to having big dreams and plans as if we were a urban mecca and then say well we tried it and it did not work. Both approaches pay lip service to those underrepresented and underserved.
No sidewalks in Jerome
No sidewalks in Jerome
We need More SMTD Drivers & buses going to Doctors & food stores to make up for not having Taxi
My brother has CP; he struggles for travel opportunities in the area. Lack of funds, staff, and options.
need more bike and hike lanes to get to grocery stores etc.
Those that have to use bus feel limited on where they can go. I realize though it is not possible to fix this. The bus can't get everywhere. For bike I don't feel safe on bike trails by myself and Springfield is not friendly to people on bikes. Roads are too narrow
Lack of sidewalks on east walnut str. Chatham, IL.
I am in a wheelchair and cannot drive. Even though I live within the Chatham city limits, I am outside the SMTD limits and have to use SMART. SMART is cheap and wonderful, except the hours and days are very limited (does not run on Sundays, holidays, late afternoon, evenings, Election Day, can't have doctor's appointments before 9:30 am or after 2:30 pm because of the county building hours, etc.) and only takes me from Chatham to Springfield and back (no Chatham to Chatham sites or Chatham to multiple locations in Springfield).



There are plenty of neighborhoods without adequate sidewalks or bike lanes, despite there being room for them.

I miss having a central bus district. Bus or car there are a lot of products and services in the area.

Buses don't run at night or on week-ends. Zip care was chased out of town. Taxis take too long for pick up. Airport has limited flights. Greyhound wasn't moved to new bus transfer center. Greyhound is not accessible to SMTD.

Some stops required walking a distance after you get off at the stop nearest your destination. The last night buses should be provide a later time for providing service at least to extend serving an extra hour.

Need for more services. Very few flights coming into airport! Bring back Allegiant Air! Amtrak conductors are getting grumpier!

There are many places in town inaccessible by bus. No airplanes coming into airport and what we have is unreliable.

The bus routes are very difficult to navigate and having to go to the transfer station adds time unnecessarily.

I don't think I am fully aware of all the transportation options, I'd like to know more (i.e. more advertising/promotions of services). I think more biking and pedestrian routes should exist.

Amtrak is more expensive than it should be. It is often full and it does not save time. There are no micromobility options downtown. There are too many parking lots downtown that are not used in off peak hours. Get rid of some of the parking.

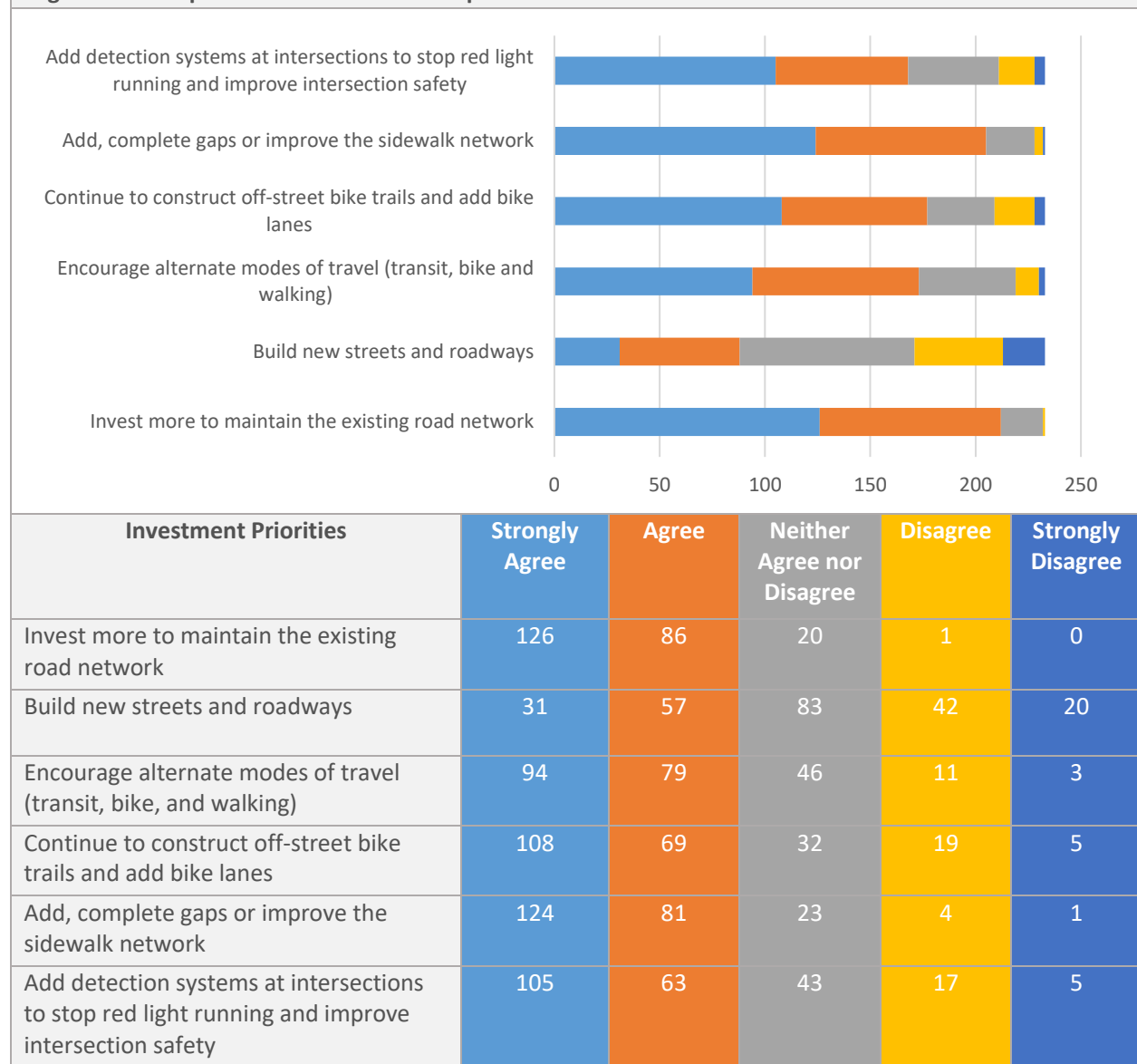
not in areas where people use

Bus service is not good, pedestrian infrastructure is worse, and bicycle infrastructure worse than both.



Indicate your opinion based on the following statements. The Springfield metropolitan planning area should:

Figure 13.7 Respondents' Priorities for Improvements



Would you like to share any additional thoughts about the current transportation network?

The responses below and on the following pages are presented as submitted with no editing.

It is encouraging to see the addition of new bike trails and lanes. Now they need to be connected.
Would like to see more connections linking trail system
Better planning of construction projects is needed as 2 major east west routes are closed at the same time
I would use the bus system if I understood it.
Separated bike lanes over recreational trails.
The stop lights in the city are horrible, nothing is lined up so we are wasting time and gas waiting on the light to change, especially in turn lanes where there is no traffic coming but you can't run a red light.
More work needs to be done with regulating traffic lights @ the intersections!!
Red light cameras
Infrastructure and street repair is poor. Snow plowing is poor- might help with maintenance.
Conditions of roads
The current redesign of the bus system needs to be modified to move away from loop routes and to more direct routes so people can travel more timely.
Give highest priority to old state routes in City such as MacArthur Boulevard and Peoria Road
I have been using the existing bike paths which has allowed me to use my automobile less. The Springfield area would benefit from more bike paths especially from a path that would allow bikers to safely and comfortably (without the fear or aggravation of a vehicle traveling only inches from you while biking) reach the downtown area.
Bus services should run longer/later. This will give people to no transportation the opportunity to participate to community activities.
Building new roads (Stanford Extension) that require maintenance does not make sense when you are having trouble maintaining the existing roads.
Restore dual direction service to all bus routes. The current setup bisects the town into two transfer centers and has reduced the ability to transfer at points where routes intersect. This adds unneeded time to a large number of bus commuters.
No
Get the traffic signals timed!
1. Need more frequent and reliable air service out of SPI, including adding Delta. As a frequent air traveler, I have started flying out of STL more due to the unreliability of and reduced availability of flights into and out of SPI. 2. Need an early-afternoon or mid-afternoon north-bound Amtrak train.
Improve what we have. Our roads, curbs, trash, sidewalks, potholes, are in horrendous condition. Every section of this town has roads in extreme disrepair. Does anyone on staff ever get out and travel them on anything else but a motor vehicle? Springfield should be ashamed! More visibility by law enforcements on traffic control and speeding.



Many people run stop signs. East side of asphalt path in Rotary Park needs drainage tile because water collects in low areas and floods ground area and asphalt path. Some people park their cars across sidewalks. Some people let their dogs loose in their front yards. At least one couple lets their dogs walk loose in our subdivision. They attach a leash to the dogs' collars, but they do not hold the leashes. They may claim to have electronic collars or leashes, but there is always a chance such dogs will attack another dog or even a person. This is especially dangerous for small children in the area.

5th and 6th street need work. I-55 around Springfield is overdue for expansion.

There are too many pot holes and stop lights in Springfield

I wouldn't mind riding the transit system if I had one closer by.

Thank you for your work on behalf of Springfield and Sangamon County.

We should have less one ways in the city and more bike lanes. Better bus coverage, and a streetcar route would be amazing.

Start looking at alternative ways to improve upon existing networks, construction methods and materials. Think outside the box.

Please do NOT change the One Way roads downtown into 2 lanes. This will slow traffic down and make it congested. Also, please stop wasting money on outsourcing these type of studies - this is money we could spend on the community and those in office were voted in to make these decisions. If they don't want to do their job as an elected official, step aside and let someone do the job you're unwilling to do.

Bicycle commuting east-west across Springfield is challenging because of the railroad crossings. Please consider bicyclists when addressing railroad crossings.

Fix the roads, (potholes) build connecting bike paths, make sidewalks accessible.

Bike paths connecting the north end to downtown would help both for people who want a more environmentally friendly transportation method and those who cannot afford vehicles.

The timing of street lights in Springfield is very bad. Also, the presence of sidewalks is inconsistent and they are often in need of repair. I encourage you to make the area more walkable.

I never see many people riding the bus. Can we use smaller vehicles to save on gas?

County roads need improvement for the increasing amount of traffic for safety reasons.

Make high-accident stoplight intersections, no turn allowed.

Many potential opportunities for bike lanes and side paths to create an interconnected bike network, but lack of political will.

A downtown trolley could help with downtown parking issues

There needs to be traffic signal preemption devices and accompanying warning lights at every major intersection in Springfield. I have seen so many near misses with emergency vehicles because drivers don't hear/see them. And emergency vehicles shouldn't have to slow down at red lights to avoid crashes when they could be saving someone's life instead.

People will still run red lights. A detection system will only boost revenue for the government bodies.

More roundabouts!

I would find it helpful if there was a connection between MacArthur and Woodside Road

Streets are in such bad condition. I realize many of these issues are because of State roads, but something needs to be done.



Proving public transit and other alternate modes of travel without also improving service is of little utility. Also continuing the housing sprawl to the far west without providing adequate infrastructure is irresponsible.

Put up barriers between cars and bicycles and I will bike even more than i do now. The only places i feel safe is on the bike trails.

Biking in town is dangerous - I honestly feel safer biking in Chicago than Springfield. Drivers regularly yell at me to "get on the sidewalk." there needs to be an advocacy campaign or something to encourage people to share the road. A cultural shift is needed.

I don't know anything about there being a current transportation network in my area.

Really enjoy current bike paths, and would love to see projects to add more or connect existing paths together. Seems wasteful to lose car lanes to place bike lanes in town though.

Sidewalks & a bike paths are needed aligned to recreation areas such as Kerasotes YMCA, Centennial & Washington Parks, and Old Jacksonville Road.

Roundabouts are a traffic solution for all.

Our roads are in poor shape. My street has many huge craters and dips that were not there a few years ago. Our old sewer system below causes extra problems from what I am told. Nobody will come and fix my street and it's very hard on our car suspension systems.

Amtrak, I wish it had reserved seating: it's hard to get seats together for families and at times the train is overbooked. There needs to be more adequate parking spaces for customers or a parking garage that is actually accessible with an attendant or automation that works.

Champaign Urbana has a mass transit system that is exemplary. We should never ask people to stand on the shoulder of a 40 mph road on which people regularly drive 50+ to catch the bus.

SMTD needs to pay for their own bus benches and shelters rather than rely on Ace Sign Company. They need to have sturdy and attractive benches at each bus stop and provide clean shelters at high traffic stops. Also, their drivers have poor attitudes and are sometimes abusive to riders. This needs to stop. The city needs to repair sidewalks and pave alleys on the east side of town. We need more bike lanes along roads so riders can more safely commute in town. We need bus shuttle services that run from Springfield to O'Hare airport. Peoria Charter is a wonderful service that runs from Peoria, Bloomington, and Champaign to O'Hare many times daily. Why don't we have this in Springfield? UIS needs a shuttle running into town.

I strongly agree with the continued construction of off street bike trails and to add new bike trails.

I strongly agree with detection systems to stop red light running and to improve intersection safety.

Springfield is like the wild, wild west to intersections and red light running.

I work at 1st and Jefferson. I cannot tell you how many times I see people running red lights on a daily basis. It is like yellow means to speed up and red means to keep on going. People are running red lights just to get to another red light.

In addition, I cross the street at 1st and Madison on the east side of 1st street on a daily basis. A person has to be on high alert when crossing this street due to the fact of people making a left hand turn off of 1st street onto Madison. The cars come right at a person when they are in the cross walk. A person has no clue whether this driver sees you or if they are going to hit you while in the cross walk. I have come very close to being hit by drivers in this cross walk on many occasions.

I often tell people I have no stress in my job at work. I tell them the only stress I have about work is crossing the street at 1st and Madison on the east side of 1st street.

I often walk downtown during breaks and lunch time. It is the same throughout town. Cross walk safety should be a top priority.



People drive like no one else matters & no one does anything about it. I regularly am put in dangerous situations on the road due to other drivers refusing to follow the rules of the road & assuming the rest of us will adjust accordingly. Everyone has a responsibility to keep each other safe on the road.

Glad to see total streets concepts being adopted for new construction. Would encourage installation of bike lane separation barriers to enhance safety.

Reducing the number of one way streets would assist in traffic flow as well as avail tourists to be better able to visit downtown with more ease.

see above

Route names/numbers on the blue bus stop signs should be bolder and larger.

For Springfield, modify the current ordinance to close the gap that allows taxis to not have an accessible taxi in their fleet. Currently only required to have an accessible taxi if they buy new. So they buy used. Should be the size of their fleet should have a ratio of non-accessible and accessible taxis. And the same rate for any vehicle used.

Some of the roads are very narrow and need to be adjusted to fit the need of our community today.

Sidewalks are poorly maintained and not finished causing wheelchairs to have issues with travel or effecting the wheelchair equipment

I travel from Chatham to north side of Springfield. I work varying hours so the bus schedule is not good for me.

Lack of accommodating increases in traffic.

Springfield Area Transportation is to be commended for what it has already done. While there are areas which could use improvement, we are aware of them because so much of what they do is done so well. I would especially like to commend the staff of SMART for their efficiency, friendliness, and professionalism.

Appropriate infrastructure for bikes walking and transit (IE a complete sidewalk/bike path network, and fast mid-range transit coverage) will over the long term be cheaper in terms of road maintenance, as well as injury to life and property from auto involved collisions.

Decreased reliance on cars has been linked to better health outcomes at a societal level.

Removing the fairs from transit has been shown to drastically increase transit ridership, and transit satisfaction

Additionally, reducing our reliance on personal automobiles is one of the most concrete ways we can combat the climate crisis.

Have developers line streets up when building new subdivisions. Retail should be able to accommodate truck traffic better.

We need more bike lanes, better sidewalks and more bike parking to make biking easier.

6th & Jefferson, 11th & Edwards overgrown, 4th Street near mission sidewalks

Get more logical bus system- look at Champaign, Peoria, etc.

Give tickets (red light running)

Bus is confusing- travel to Social Security office. People don't yield at crosswalks.

I would like to see more trails that connect villages in MPA to Springfield and vice-versa. Biking, running, walking, etc. are the best ways to experience the area.



This matrix mentions detection systems to stop red light running and that is necessary. I am not from Springfield and I have never seen so many people blatantly run a red light. Get rid of some of the parking. Raise the parking costs downtown.

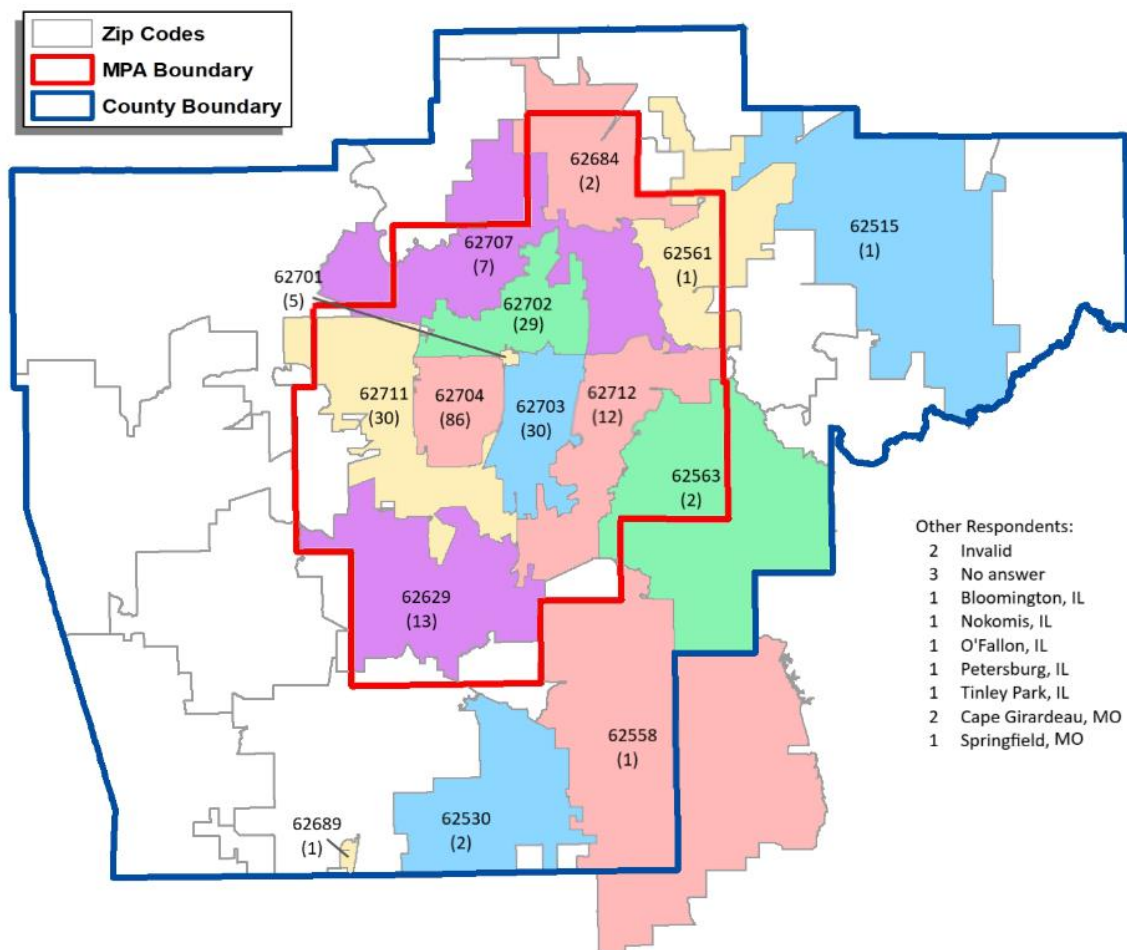
Roads and sidewalks are in desperate need of repair, updating; Should be much higher priority than bike trails.

Public transit and active transportation needs major investment.

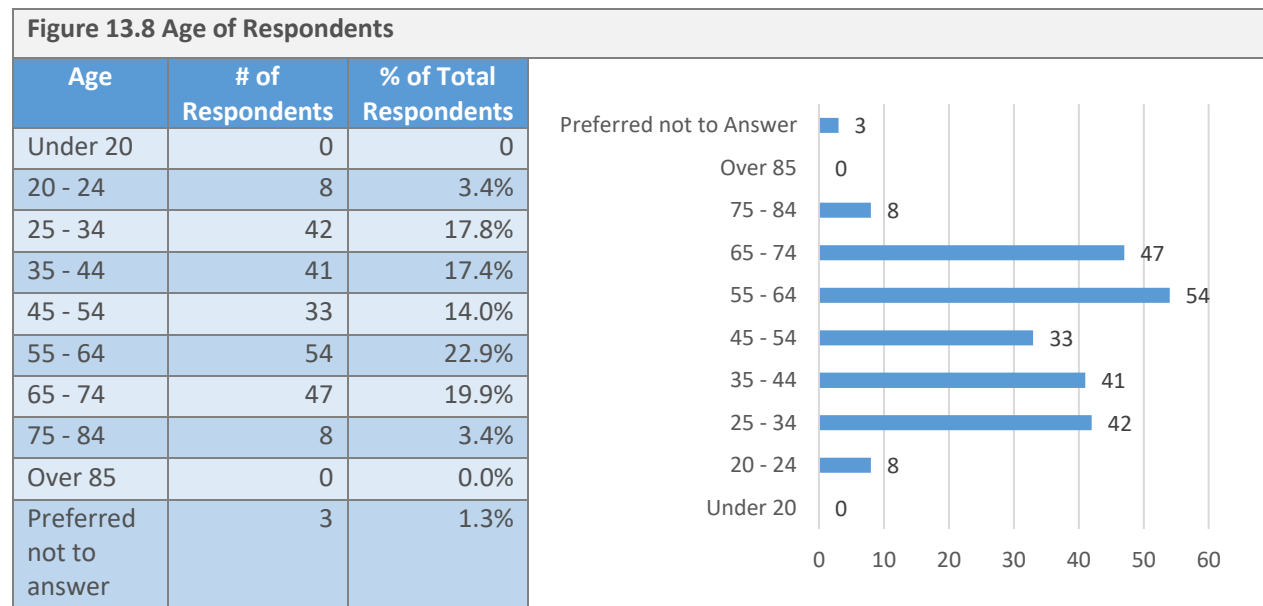
The final three questions are asked to help us identify who is completing the survey in order to assure a fair and non-discriminating representation of the population within the metropolitan planning area.

Zip Code

Map 13.2 Sangamon County and the SATS MPA



Age:



Race and/or ethnicity:

Figure 13.9 Race and/or Ethnicity of Respondents

Race/Ethnicity	# of Respondents	% of Total Respondents
African American /Black	6	2.60%
Asian or Pacific Islander	6	2.60%
Caucasian/White	212	90.60%
Hispanic or Latino	1	0.40%
Naïve American	1	0.40%
Mixed Race	3	1.30%
Other	2	0.90%
Preferred not to answer	3	1.30%

13.3 Public Comment Period

13.3 Public Comment Period

Upon completion of the draft version of the 2045 LRTP, the document was available for review and comments from the general public. Due to the COVID-19 shelter in place restrictions, the public comment period was held virtually from May 8 through June 8. The following methods were used to reach the public:

- Links to the 2045 LRTP requesting public comments were placed on the websites, social media, and/or in newsletters of the following planning partners, SATS communities, and non-profit organizations:
 - Springfield-Sangamon County Regional Planning Commission,
 - City of Springfield,
 - Sangamon County,
 - SMTD,
 - Village of Chatham, and
 - Friends of Transit.
- The draft Plan was emailed to the SATS interested parties contact list.
- Two legal notices were placed in the Springfield Journal-Register announcing the release of the plan and public comment period.
- Two display advertisements were placed in the Illinois Times.
- A public meeting was conducted during the SATS Technical Committee meeting on June 4, 2020.

ATTENTION
Drivers, Bikers, Walkers, Bus Riders

A draft of the 2045 Long Range Transportation Plan (LRTP) for the Greater Springfield Metropolitan Area has been prepared by the Springfield Area Transportation Study (SATS). The LRTP presents strategies and projects to be undertaken over the next 25 years to create an effective, efficient, interconnected, multi-modal transportation system.

The draft plan is available for review and comment online at:

- Springfield – Sangamon County Regional Planning Commission, www.sscrpc.com
- Sangamon County, www.co.sangamon.il.us
- City of Springfield, www.springfield.il.us
- Village of Chatham, www.chathamil.net
- Sangamon Mass Transit District, www.smttd.org

Comments on the LRTP will be accepted through Monday, June 8, 2020.

For more information go to www.sscrpc.com, call 217-535-3110, or send an e-mail to sscrpc@co.sangamon.il.us.

2045 Long Range Transportation Plan

Springfield Area Transportation Study

During this period, interested parties submitted comments or suggestions. The appropriate SATS or SSCRPC staff member responded to the comments. The comments and their responses are listed as follows: (*responses are listed in blue italics*).

I read through the 2045 LRTP a little bit. I notice that some projects that I had expected to have bicycle accommodations no longer do. Is this a change in project scope or just terminology?

For example, I thought Bus 55 / South Sixth expansion included a wide sidewalk as part of the project. It now just says "sidewalk."

Also, is Hilltop Road including bicycle accommodation, or will it consist of a wide sidewalk there, too?

I'm wondering if the change in terminology has to do with the lockbox amendment not allowing for funding to "bike trails" and if this is how it is being massaged. Can you help me understand all of this better? Also, and forgive me if I missed it, but the previous LRTP included the 2012 SATS Bicycle and Pedestrian Plans. I didn't see either of those in the plan.

Thanks for helping me understand this better.

Steven Simpson-Black

There has been no change in terminology. Project lists were initially prepared based on the FY 2020 – 2025 IDOT Multi-Year Plan, SATS 2040 LRTP, and SATS FY 2020 – 2023 Transportation Improvement Plan. Each member jurisdiction then reviews and updated their list accordingly. The scope and facilities of a project may fluctuate until funds are committed and plans are finalized. At the time of submission, the accommodations were as accurate as possible.

IDOT -District 6 proposes to revise the Type of Improvement for Map #30 & #32 within the Short-Term Project list from "Reconstruction, Intersection Improvement, Turning Lanes, Sidewalks" to "Reconstruction, Intersection Improvement, Turning Lanes, Sidewalks & Multi-Use Paths." The City of Springfield also plans to have a multi-use trail on Hilltop Road. These changes will be noted in a future amendment to the 2045 LRTP once finalized.

The previous LRTP included all missing links and accommodations identified in the Envisioned Bike Network and Priority Pedestrian Network. While SATS member jurisdictions continue to make progress on the pedalcycle and pedestrian networks, the extensive lists were omitted from the 2045 LRTP unless they were part of a larger project of regional significance or utilized federal funds. The progress of these networks will continue be recorded and available on the transportation page of the SSCRPC website (www.sscrpc.com).

I reviewed the plan and suggest addressing how the Third Street Rail Line will be used if and when Amtrak and the Union Pacific railroad relocate to the Tenth Street Corridor. It appears there is a lot of interest in using it as a bicycle and pedestrian path.

Lothar Soliwon

The long term plan is to convert the Third Street rail corridor to a multi-use trail leading to the downtown area, additional pedestrian and bicycle features will be assessed to activate the downtown area. The project will be added to the 2045 LRTP in a future amendment once plans are developed.

The link on the website does not work, hence this email.

Overall the report was very good and comprehensive.

However, I have several comments on the 2045 Long Range Transportation Plan:

- Autonomous vehicles are not mentioned in the plan. Surely by 2045 they will be ubiquitous. There should be a section that mentions how these vehicles will change transportation habits including effects on vehicle ownership, parking, mass transportation, etc.

Research was conducted on connected and autonomous vehicles, including the issues you mentioned as well as envisioned timelines, necessary infrastructure, curb space needs, safety concerns, and current regulations and legislation. A decision was made to exclude the topic from the 2045 LRTP and address it in a future study to lay the groundwork for inclusion in the 2050 LRTP.

- Working from home was mentioned. In the aftermath of the COVID-19 pandemic, as offices have learned how to work from home effectively, working from home will dramatically increase, reducing “rush hour” commuting and traffic congestion.
- Designate Business 72 from the I-55/I-72 Clear Lake Interchange to the I-72/Wabash Avenue interchange along Clear Lake Avenue, 5th/6th Streets, South Grand Avenue, MacArthur Boulevard, and Wabash Avenue. This would be the east-west analog to the north-south Business 55 designation.

Many years ago it was a relatively simple matter to define a route through the business area of a city. Most cities had a main core district which contained the principal businesses, the post office, court house, etc. This is generally no longer true except for smaller towns. There may still be some areas referred to as “downtown” or the “central business district” but often the principal shopping area (or areas) as well as the main post office and even governmental offices are at various separate locations and not along a traditional business route. For this reason, we typically do not support establishing new business routes. Also, many of the streets within communities are not part of the state highway system and should generally not be signed with business route markings as would be the case with this proposal. We would not be in favor of establishing new marked routes over city-jurisdiction streets.

- *We typically investigate the possibility of business routes when officially requested by the involved communities.*
- *It may also be worth noting that the American Association of State Highway and Transportation Officials (AASHTO) would have to grant approval of the new route marking and they may not be in favor of establishing multiple business routes within the same urban area.*
- Advance the PE for the I-55 Six Lane Study from 6th Street to Sangamon Avenue to Near Term with construction in 2025 or soon thereafter. This project is long overdue.

The PE for the I-55 Six Lane Study from 6th Street to Sangamon Avenue, designated within the “Intermediate Term Projects – Planned (2025-2034)” list, is for Phase II, Contract Plans. Phase I Engineering is currently underway for the entire I-55 corridor around Springfield and is anticipated to be completed in early 2021. The overall construction cost for this project is anticipated to be in excess of \$675M with an additional \$35M for Phase II Engineering. There is currently no available funding within the Illinois Department of Transportation’s FY 2020-2025 Proposed Highway Improvement Program. With such a large anticipated cost, funding for this project is not easily attainable through typical mechanisms. Upon completion of the Phase I



Engineering, information will be more readily available to seek additional funding sources and to pursue a logical progression of construction projects. The IDOT-District 6 will seek to advance portions of this project as funding becomes available.

- Improve or at least repave North Street from 1st Street to Stanford; add bike lanes or create a bike trail on the old railroad ROW. It is part of the Route 66 Bicycle Route and is used by Adventure Cycling for the bicycle route through Springfield.

The long term plan is to add multi-use trail on the old railroad corridor, which the City of Springfield owns. The majority of North Street between 1st and Stanford is under Woodside Township's jurisdiction. At this time, there are plans to utilize local funding for repaving the township's portion of North Street, but resources are not currently available to fund a bicycle trail or even adding bicycle lanes along his portion of North Street.

- Consider adding a pedestrian/bicycle tunnel under the closed Iles railroad crossing near 1st Street. This will allow safe access between Southern View and the area west of the tracks including Black Hawk Elementary School. Safe Routes to Schools funding may be available for this.

Useable Segment IV is already under construction and a tunnel is not included. The Stanford Avenue overpass has bike lanes and sidewalks, Ash Street also has sidewalks.

- Convert 3rd Street into a bicycle/pedestrian corridor after the railroad tracks are removed.

The long term plan is to convert the Third Street rail corridor to multi-use trail leading to downtown area, additional pedestrian and bicycle features will be assessed to activate the downtown area.

- Add a bicycle/pedestrian underpass on Converse Avenue at 10th Street when the railroad tracks are moved from 8th Street. This will allow safe bicycle access from the northeast side of Springfield to downtown and the rest of the city after the Union Pacific railroad is moved to 10th Street. Bicycle access to downtown when trains are present, currently available from Converse via 8th Street, will be blocked once the railroad is relocated without this addition. The cost should be relatively low if the grade separate is constructed when the tracks are relocated.

An at-grade crossing is proposed at Converse, which is proposed to have quad gates and pedestrian gates for safety.

- Consider extending the Interurban Trail north from Mayden Avenue to Sherman. This will provide bicycle access between Sherman and Springfield without having to travel on Peoria Road.

At this time, the Springfield Park District reports that funds are not available at this time to pursue the project. The City of Springfield has bike route wayfinding signs proposed along Interurban Avenue from Mayden to Dirksen Parkway, which Public Works would install at appropriate time.

Karl Kohlrus, P.E.

